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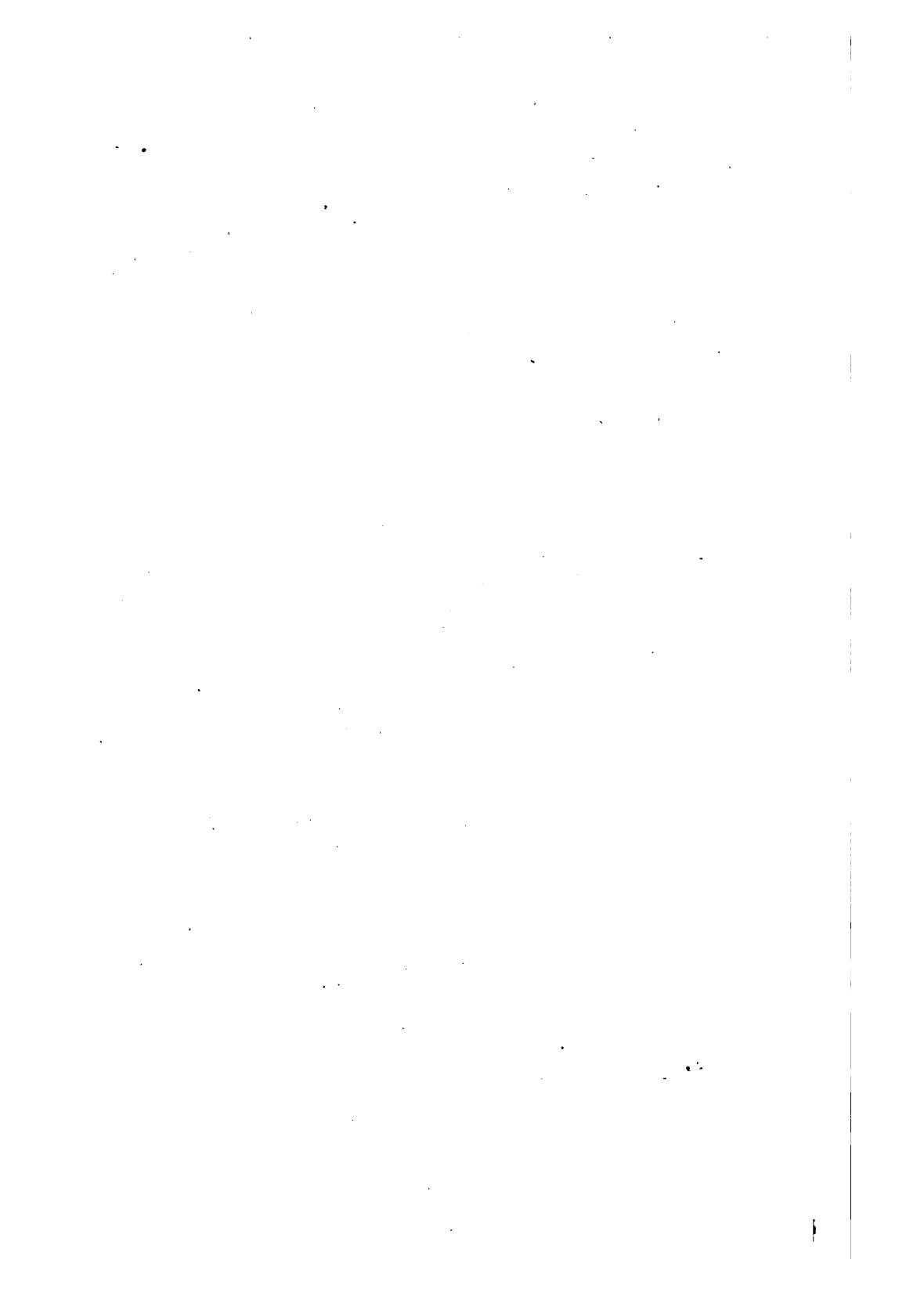
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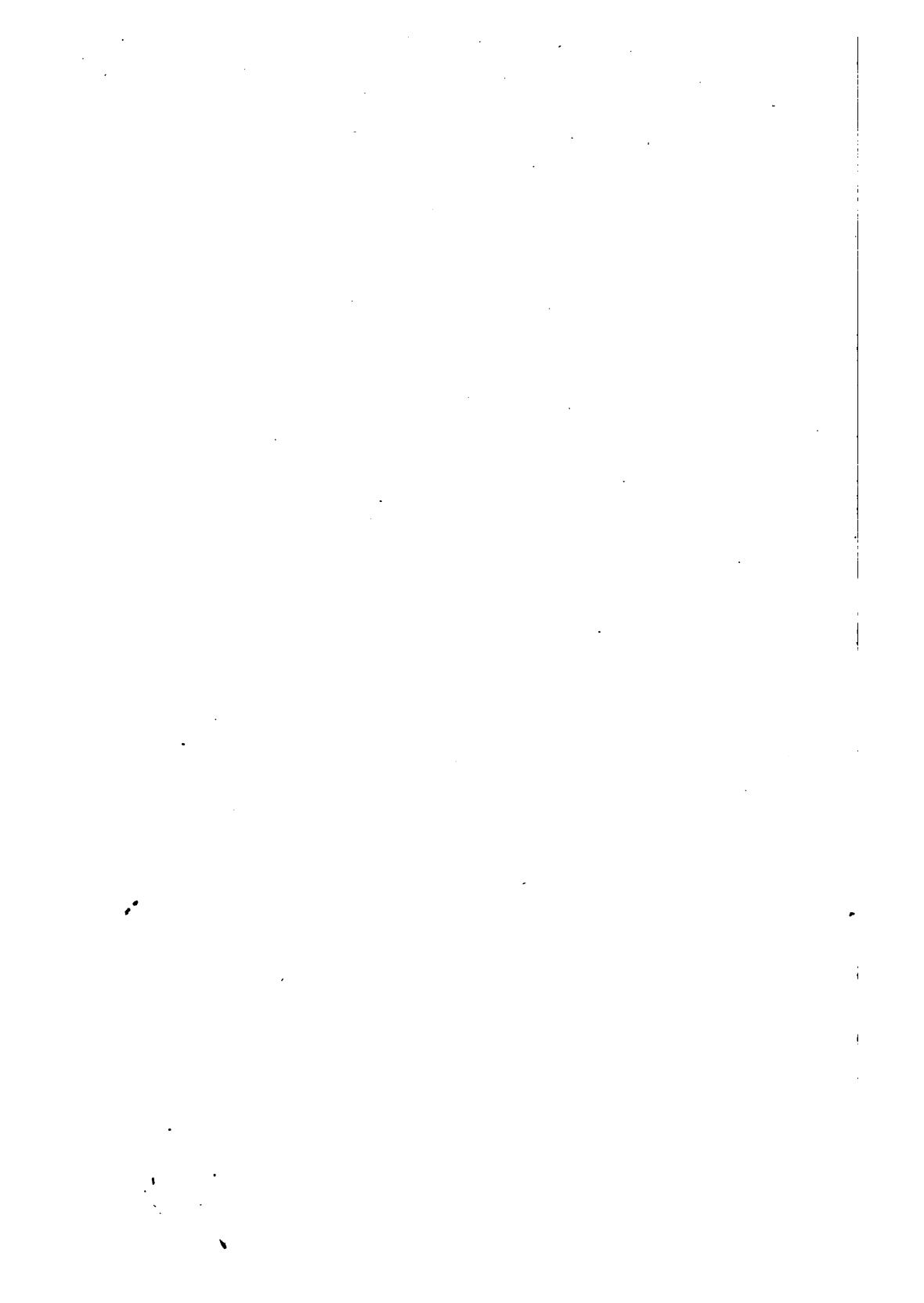
REPORT OF PROCEEDINGS



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PROCEEDINGS
OF THE
ROYAL COLONIAL INSTITUTE





PROCEEDINGS
OF THE
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J. S. O'HALLORAN,
Secretary.

ROYAL COLONIAL INSTITUTE,
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FIRST ORDINARY GENERAL MEETING.

THE First Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, November 10, 1903, when a Paper on "Malaria in India and the Colonies" was read by Major Ronald Ross, F.R.C.S., F.R.S., C.B., Professor of Tropical Medicine, University of Liverpool.

The Right Hon. Sir George T. Goldie, K.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 189 Fellows had been elected, viz. 22 Resident, 117 Non-Resident.

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Northumberland Avenue,
July 1904.

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Privileges of Fellows whose Subscriptions are not in Arrear.

The privileges of Fellows, whose subscriptions are not in arrear, include the use of the Institute building, which comprises Reading, Writing, and Smoking Rooms; a Library containing over 56,000 volumes and pamphlets relating to the history, government, trade, resources and development of the British Colonies and India; and a Newspaper Room in which the principal Journals, Magazines, and Reviews—Home, Colonial, and Indian—are regularly received and filed. Books may be borrowed—subject to the Library Regulations—and the correspondence of Fellows may be addressed to the care of the Institute.

The Journal and the Annual Volume of Proceedings are forwarded to all Fellows whose addresses are known.

Fellows are entitled to be present at the Ordinary Meetings, and to introduce one visitor; to be present at the Annual Conversazione, and to introduce a lady. The Institute is open on weekdays from 10 A.M. to 8 P.M., except during August and September, when it is closed at 6 P.M.

The support of all British Subjects, whether residing in the United Kingdom or the Colonies—for the Institute is intended for both—is earnestly desired in promoting the great objects of extending knowledge respecting the various portions of the Empire, and in promoting the cause of its permanent unity.

Contributions to the Library will be thankfully received.

J. S. O'HALLORAN,
Secretary.

FORM OF BEQUEST.

I bequeath the sum of £ to the ROYAL COLONIAL
INSTITUTE, Incorporated by Royal Charter 1882, and I declare
that the receipt of the Treasurer for the time being of the said
Corporation shall be an effectual discharge for the said Bequest,
which I direct to be paid within calendar months after my
decease, without any reduction whatsoever, whether on account of
Legacy Duty thereon or otherwise, out of such part of my estate
as may be lawfully applied for that purpose.

*Those persons who feel disposed to benefit the Royal
Colonial Institute by Legacies are recommended to adopt
the above Form of Bequest.*

FORM OF CANDIDATE'S CERTIFICATE.

CERTIFICATE OF CANDIDATE FOR ELECTION.

Name

Title or
Profession }

Residence

a British subject, being desirous of admission into the ROYAL COLONIAL INSTITUTE, we, the undersigned, recommend him as eligible for Membership.

Dated this day of 19

..... F.R.C.I., from personal knowledge.

..... F.R.C.I.

Proposed 19

Elected 19

The Description and Residence of Candidates must be clearly stated.

ROYAL COLONIAL INSTITUTE.

SESSION 1903-1904.

FIRST ORDINARY GENERAL MEETING.

THE First Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, November 10, 1903, when a Paper on "Malaria in India and the Colonies" was read by Major Ronald Ross, F.R.C.S., F.R.S., C.B., Professor of Tropical Medicine, University of Liverpool.

The Right Hon. Sir George T. Goldie, K.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 189 Fellows had been elected, viz. 22 Resident, 117 Non-Resident.

Resident Fellows :—

Cumberland Clark, Frank H. Congdon, Sir Berry Cusack-Smith, K.C.M.G., John W. Daw, John Cargill Fraser, William Gillespie, Nelson Girdlestone, Wm. Tarver Grant, Wm. Hind-Smith, John Hotson, Rev. Sir John K. C. Key, Bart., Alfred Mansfield, C.E., Horace W. Nicholls, James L. Owen, C.E., The Hon. George Peel, M.A., Henry Joshua Phillips, F.I.C., Charles H. D. Ralph, M.R.C.S.E., L.R.C.P., Broome P. Smith, D. C. J. Thomas, John Lever Tillotson, James Tuke, George Wilson Wallace.

Non-Resident Fellows :—

Peter L. Aitchison (Rhodesia), Kenneth Austin (Transvaal), George L. Barker, M.R.C.S.E., L.R.C.P. (Gold Coast Colony), Hon. Archibald G. Bell, M.C.P., M.Inst.C.E. (British Guiana), Thomas Bennett, M.Inst.C.E. (Cape Colony), Robert Bleloch (Transvaal), Lt.-Colonel Wm. Bodle, C.M.G. (Rhodesia), Hercules P. Botha (Orange River Colony), Reginald N. Bray (Gold Coast Colony), Harold P. Bright (Cape Colony), Charles Broad, J.P. (Transvaal), William Brooks (New South Wales), David A. Murray Brown, (Straits Settlements), J. E. Myles Brown, M.B., Ch.B. (Mauritius), Herbert C. Burchell (Newfoundland), Percy Burrell (New Zealand), Andrew Burt, M.Inst.M.E., M.A.I.M.E. (China), Major Calverley (Orange River Colony), Alfred Caselberg (New Zealand), Archibald McCosh Clark (New Zealand),

First Ordinary General Meeting.

Arthur R. Coates (Fiji), Isaac F. Cohen (Transvaal), A. Shuckburgh Collyns (New Zealand), Harold Conder (Cape Colony), Edgar W. Cozens-Hardy (Gold Coast Colony), Robert Crompton (Fiji), Herbert S. Culverhouse, C.E. (Lagos), Henry de Graeff (Transvaal), Osborne L. de Lissa (Gold Coast Colony), A. Walter Douglas (Fiji), Charles Dowsett (Cape Colony), James J. Drought (Transvaal), Lt.-Colonel Charles H. Drummond, V.D. (Jamaica), James Dykes (Cape Colony), Francis H. Fearon, M.A., LL.B. (Gold Coast Colony), Thomas Fleming (Natal), Edgar W. Foster (Lagos), Hugh B. Gemmell (Rhodesia), Wm. Rufus George (New South Wales), Amyas L. Goldie (Sudan), E. A. Grant-Williams (Western Australia), Arthur Pascoe Grenfell (India), Herbert C. W. Grimshaw, B.A. (Gold Coast Colony), Robert Guppy (Gold Coast Colony), Joseph Guttmann (Transvaal), Charles H. Harper, B.A. (Gold Coast Colony), Wm. Duckett Harris (Cape Colony), Harold C. Hildreth, F.R.C.S.Edin. (Sierra Leone), George Holgate (Natal), Felix C. Hollander (Natal), Frank G. Hughes (Rhodesia), John Hulston (Natal), Albert H. Jones (Gold Coast Colony), Henry G. Keith (New Zealand), John Wishart Kerr (Gold Coast Colony), Capt. Roderick E. Knipe (Victoria), Robert E. Lett (Gold Coast Colony), Henry M. Lewis (Gold Coast Colony), Leonard Line (Natal), Wm. Macintosh (Cape Colony), Wm. Molson Macpherson (Canada), Samuel Herbert Marks (Cape Colony), Ernest Matesdorp (Cape Colony), Lt.-Colonel Arthur W. Matterson (Natal), Hugh Meikle (Gold Coast Colony), Frederick A. Miller (Sierra Leone), Roland H. Müller (Natal), J. Saxon Mills (Cape Colony), John W. Moor (Natal), William Mortimer, M.R.C.S.E., L.R.C.P. (Transvaal), William T. Mortlock (South Australia) Richard Ross Munro (Transvaal), Edmund B. Muspratt (Fiji), A. Clive Nicholson (Sudan), His Excellency the Rt. Hon. Lord Northcote, G.C.I.E., C.B. (Governor-General of Australia), Frank S. Oldfield (Natal), Percy A. Ongley (Grenada), Rev. Canon Horace W. Orford, M.A. (Orange River Colony), Alexander Orkin (Transvaal), David S. Palk (Gold Coast Colony), Arthur Parker (Cape Colony) Edward Payne (Cape Colony), Arthur J. Philbrick (Gold Coast Colony), Wm. Archibald Pitt, L.R.C.P., L.R.C.S. (Gold Coast Colony), Ven. Archdeacon Beresford Potter, M.A. (Cyprus), T. R. Price, C.M.G. (Transvaal), Wm. D. Quinn (Transvaal), J. Purcell Quinton, F.R.H.S. (Sierra Leone), William D. Reid (Newfoundland), Frank T. Richards (Natal), Wm. S. Rogerson (Gold Coast Colony), Edward Lucas Salier (Tasmania), George W. Salier (Tasmania), Alexander W. Sandford, J.P. (South Australia), Alfred Sandover (Western Australia), Arthur R. Saunders, M.B., F.R.C.S.E. (Jamaica), F. Sutherland Scruby, B.A. (New South Wales), Adolph Seehoff (Transvaal), Henry P. Selmes, J.P. (Rhodesia), Robert Singleton (Victoria), Arthur Ashdown Smith (Natal), Charles H. Smith, A.R.I.B.A. (Cape Colony), Frederick Thomas (Sierra Leone), James A. Thwaits, M.B., C.M. (Transvaal), John E. de la Cour Travers (Transvaal), Capt. A. J. N. Tremearne (Northern Nigeria), Herbert J. Wackrill (Transvaal), Wm. C. Wale (Gold Coast Colony), Charles E. Wallen (Somaliland), Frank S. Waterhouse (New Zealand), Leonard F. Webb (Gold Coast Colony), Percy E. Webb (Gold Coast Colony), Charles A. Wentzel (Transvaal), Andrew White (Gold Coast Colony), Richard R. Woolcott, J.P. (Victoria), Frederick Wright (New South Wales), J. E. Yates (Cape Colony).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN (The Right Hon. Sir George T. Goldie, P.C., K.C.M.G.): It has been brought to my attention that this is the

first day of a new Session, the thirty-sixth Session of this Institute. It is customary for the Chairman on such occasions to refer to anything interesting to the Institute itself, or to events connected with the Colonies and Dependencies of the Empire, that have occurred during our recess. As regards the Institute, I have to tell you that the Council have just met and recorded their deep sorrow at the loss of Sir Charles Nicholson, an original founder and Vice-President of the Institute, who died the day before yesterday. He was a Colonist of 1838, a member of the first Legislative Council of New South Wales, and three times Speaker of that Chamber. We also mourn Sir John Robinson, the Natal statesman, who more than once addressed you from this platform; and Mr. Henry B. Christian, our correspondent at Port Elizabeth in Cape Colony, besides many others who have done good service to the Institute and the Empire. The Institute itself is too firmly fixed in public esteem and too well known for its value to need any remarks from me.

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In Italy the mortality from malaria has been estimated to amount to 15,000 deaths annually. It must be understood, however, as regards the Colonies, that these figures give no adequate idea of the death rate, owing to the large amount of invaliding from them which takes place.

Another method of estimating the prevalence of malaria is based upon the fact that large numbers of native children in malarious places can always be shown to be infected with the parasites which cause the disease. Thus numerous scientific expeditions have shown that they can be detected in over half the children under five years of age in many localities in Africa. This suggests that nearly all the children under that age suffer from the disease; and there are reasons for supposing that most of the great infantile mortality among the natives in tropical Africa is due to it.

But, besides its immense prevalence, malaria has other characteristics which greatly enhance its maleficence. It occurs most of all in the richest and most fertile tracts, and especially attacks those engaged in various agrarian pursuits. It is, therefore, particularly the enemy of the pioneer, the traveller, the planter, the engineer, and the soldier—that is, of those whose labours are essential to the development of tropical Colonies. It may be safely maintained, not only that many important undertakings and industries in the tropics have been ruined by it, but that the progress of whole countries—some of which possess the greatest natural resources—has been retarded in consequence of this pernicious malady. The question how best to contend against the scourge becomes, therefore, one of the greatest economical importance for an Empire like ours, which is so closely concerned with the tropics; and I propose to devote this Paper to an examination of this question from a practical point of view.

Science has fully established three great laws concerning malaria: First, that it is caused by numbers of microscopical parasites which live and propagate themselves in the blood; secondly, that these parasites are carried from sick persons to healthy ones by the agency of a genus of mosquitoes called *Anopheles*; thirdly, that these kinds of mosquitoes breed principally in shallow and stagnant terrestrial waters. These laws are held by experts to satisfy nearly all the known facts about the disease. For instance, it has been recognised for centuries that malaria is connected with marshes; and this fact was long explained by the hypothesis that the malarial poison emanates from such waters—whence, indeed, the name *malaria*. The hypothesis, however, was never verified by

experiment, and we now know it to have been not precisely correct. The germ of the disease itself does not emanate from the marsh, but the carrier of the germ—the *Anopheles*—does so. How accurately this discovery fits the circumstances may be gathered from the fact that yellow fever also is carried by mosquitoes, but is not connected with marshes, because the insects which convey it, and which are called *Stegomyia*, do not breed in terrestrial waters, but in tubs and pots lying in the vicinity of houses. And the laws referred to have recently been still further vindicated by the actual extirpation of malaria on a large scale by measures adopted against the implicated mosquitoes. Four years have now elapsed since these great laws were established ; and a vast mass of information has been accumulated regarding the actual working of the preventive measures which have been based upon them. It may now, therefore, be of interest to discuss and compare these measures in some detail—especially as the public still remains imperfectly educated with regard to them.

Preventive measures against malaria should be clearly divided into two classes—namely, those which the individual can adopt to protect himself against infection, and those which a state or municipality may adopt in order to protect the public at large. The first class have been so largely discussed that it is unnecessary to deal with them at length in this Paper. On the whole, I think that, for the tropics at least, *mosquito-nets* constitute the most useful prophylactic. It will be the experience of almost everyone who has lived in the tropics that the majority of mosquito-bites are inflicted during the sleep of the victim. This is especially the case with *Anopheles*, which is a nocturnal mosquito. I suppose it would not be incorrect if we estimated that at least 90 per cent. of the bites of this mosquito are given at night in the case of persons who do not use nets ; and therefore such use of nets is likely to prevent something like the same percentage of the chances of infection with malarial fever. In other words, this means that those who use mosquito-nets carefully and punctiliously during sleep would have only 90 per cent. the chances of infection to which a person who neglects them would be open—a very great gain indeed. Indeed, it has already been reported from many malarious localities that the mere knowledge which we possess regarding the mode of infection by mosquitoes has, of itself, sufficed largely to reduce malaria amongst educated Europeans and others who take intelligent advantage of the facts which science has revealed. For example, of the numerous gentlemen who have recently been investigating

malaria in the most deadly climates, very few have become infected, and many of them inform me that their only precaution has been the mosquito-net. Another precaution, scarcely less useful, is that afforded by the use of *punkahs* and *fans*. These not only drive away most noxious insects, but keep the body cool and comfortable even in the greatest heat of the tropics. Indeed, I am inclined to attribute the comparative health enjoyed by Europeans in India largely to the constant use of the punkah, and the comparative unhealthiness of the European in Africa largely to the neglect of it. Unfortunately, labour cannot always be procured for the employment of the punkah, and the machinery required for mechanical fans of various kinds remains still somewhat unsuitable for use in the tropics. A prophylactic which is much advocated consists in the constant use of *quinine*. This drug cannot really be said to be a preventive against malaria, because, as a matter of fact, it does not exclude the parasites, but only destroys them after they have effected an entry into the body. To be of real benefit, it must be consumed constantly, and in considerable doses, and this is apt to impair the digestion and have other unpleasant effects which the individual is always loth to expose himself to. On the whole, I consider it to be of much less value than the mosquito-net, and recommend it only when the individual is exposed to peculiarly great danger. A fourth personal, or rather domestic, prophylactic is the *wire-gauze screen* to the windows, and it is one which is very useful where it can be employed. Unfortunately, few Europeans in the tropics own the houses in which they live, and still fewer are willing to go to the considerable expense involved by these screens. They should, however, be employed for hospitals, barracks, railway-stations, rest-houses, hotels, and places where measures against mosquitoes are too difficult and costly. It is to be regretted that such screens, which are so largely employed for private houses in the Southern States of America, are not more used in the better class of houses in our tropical possessions. Lastly, a precaution, which also can scarcely be called one for individual adoption, is that of *segregation*. It is well known that the mosquitoes acquire the infection principally from native children in malarious places; and consequently the farther we live from this source of contagion the healthier we are likely to remain. In India the Europeans are almost always segregated in special quarters and cantonments—a practice to which we must largely ascribe their comparative immunity from malaria. But in Africa this is by no means always the case.

Many of those who have studied the subject practically in the tropics are most emphatic regarding the benefits of segregation ; and it is only reasonable to suppose that the farther we live from probable sources of infection the healthier we shall be.

But it is a great mistake to suppose that the whole subject of the prevention of malaria is contained within these formulæ of personal prophylaxis. They will, indeed, enable individuals to protect themselves to a large extent ; and if strenuous efforts are made to instil them into the general population it is to be supposed that a certain percentage of the public will take the trouble to adopt them. But every practical sanitarian knows by this time that if we depend solely upon personal prophylaxis for prevention of any disease we rely upon a broken reed. The fact is that the vast mass of the people will never believe in, or even seek to know, the principles of personal hygiene, and will certainly not adopt them in spite of all our efforts. As a single example, the benefits of vaccination, though accepted as an axiom of sanitary science, are neither believed in nor willingly adopted by a large percentage of people living even in a civilised country like Great Britain ; and it is precisely for this reason that State interference in the form of compulsory vaccination has been found necessary. It is, therefore, quite unreasonable to suppose that the mass of the populace in barbarous countries will, even perhaps for centuries, accept the discovery that malaria is borne by mosquitoes. Even now, four years after the discovery was made, the bulk of Europeans in Africa, as I am continually informed, still reject it. If we depend for the prevention of the disease on the conversion of the public, we must wait many years for definite results.

From these considerations it follows that for immediate results, at least in tropical and barbarous countries, we must look chiefly to State action. State action does not depend upon the conversion of the public, but only on that of the rulers ; it can be adopted immediately ; and, moreover, will benefit the largest number of people for the least amount of trouble and expense.

State measures for the repression of malaria have already been tried in Sierra Leone, Havana, Lagos, Ismailia, the German Colonies, Hongkong, and many other places. They are (1) drainage of the soil, (2) other measures against mosquitoes, (3) attention to many details suggested by the recent discoveries. That such State measures actually have the effect of reducing malaria on a large scale has been known from the earliest times—from the times when the Romans drained large portions of Italy ; and I shall now

show that similar successes have been obtained quite recently in some of the places just mentioned.

Perhaps the most striking instance is that of Havana. Early in 1901 the Americans demonstrated that yellow fever is carried by mosquitoes of the genus *Stegomyia*. General Wood, the American Governor, did not lose a single moment in acting upon this information ; and immediately placed every facility in the hands of his chief sanitary officer, Major Gorgas, for eradicating the disease from Havana by attacking these mosquitoes. The most energetic measures were taken in the way of clearing the town of the larvæ and of destroying presumably infected insects in the houses. As everyone knows, the result was the immediate disappearance of yellow fever. Since then similar efforts have been continued by the sanitary staff of the town, with the result that there has been no reappearance of the disease. Moreover, the same measures have led to improvement as regards the other great mosquito-borne disease, malaria. Colonel Gorgas had been kind enough to write me as follows : "I think the results of the work in Havana almost as striking from a malarial point of view as from that of yellow fever. In 1900, the year before mosquito work, we had 325 deaths in the city from malaria ; in 1901, the first year of mosquito work, 151 deaths from that disease ; in 1902, the second year, 77 deaths, and for the first five months of 1903, 21 deaths. Taking into consideration the fact that for a long time a considerable number of deaths due to obscure fevers which are not malarial will be reported as due to malaria, this indicates a pretty close approximation to the extinction of malaria in Havana, or, at least, gives a very good hope of its extinction." It should be remembered that Havana is a city of 250,000 inhabitants ; and obviously the instance gives decisive evidence regarding the good effect of State measures directed against mosquito-borne diseases, recording, as it does, a reduction of 80 per cent. in the malaria.

At the same time Sir William MacGregor, Governor of Lagos, undertook similar measures against malaria in that Colony, long known as one of the most unhealthy of British possessions. He had many great difficulties to contend with, not the least among which is the fact that Lagos itself is built on a low and swampy territory and is surrounded by dense forests. Sir William MacGregor, assisted by his able medical department, attacked the disease by every means in his power—by gradually draining the swamps, by protection of the houses with gauze, by encouraging the use of quinine, and by arranging numerous lectures

for the instruction of the people regarding tropical sanitation. Owing to the difficulties, good results are only slowly being arrived at; but he has kindly informed me that "malaria has lost its terrors for us in Lagos."

A third instance is that of Hongkong. In the medical report for 1902 it is said that the deaths of the Chinese from malarial fever were 887 in 1900, 541 in 1901, and 393 in 1902. Moreover, the admissions to the Civil Hospital for malaria in 1902 were only 949, as compared with 787 in 1901. These figures imply a reduction of over 50 per cent. in the malaria.

In Cape Coast, one of the principal towns of the Gold Coast, State sanitary measures were put on an improved footing by Sir Matthew Nathan on the recommendation of Dr. Logan Taylor of the Liverpool School of Tropical Medicine. The Chamber of Commerce has recently reported very favourably of the results, and says that "during the past six months the white residents here have been almost entirely free from malaria attacks, and the natives, whilst suffering from the effects of an exceptionally cold rainy season, have also been, as far as is known, practically immune to malaria."

Dr. Travers reports striking improvements in the malaria rate at Klang, in the Malay Peninsula. During 1901, 116 cases were admitted into hospital; but in 1902, after certain extensive drainage works had been undertaken, the admissions fell to only 11. Similarly, at Port Swettenham there were 136 admissions in 1901, and only 15 in 1902 after the operations.

Perhaps the most striking and rapid results have been obtained at Ismailia on the Suez Canal. At the end of 1902, Sir William MacGregor and I visited the place at the invitation of the Suez Canal Company, in order to report on the best method of dealing with the malaria, which had long been extremely prevalent in the town. The company maintains at Ismailia a very effective medical department, and possesses accurate statistics extending over many years; and the campaign at Ismailia therefore promised to be a typical one. In a little over six months after our visit the company reported that one class of mosquitoes have been practically banished from the town, and that progress was very satisfactory. Major Penton, R.A.M.C., who visited Ismailia about that time, writes to me, not only that the mosquitoes have almost disappeared, but that there is a great reduction in the fever. He says: "Coincident with the destruction of mosquitoes and their larvæ, malaria fever at Ismailia this year shows a most striking improvement.

All medical officers here are agreed upon this. Statistics show that up to the present it is the healthiest year on record. Dr. Pressat informed me that from January 1 to June 30 this year there were only 3 cases of malarial fever in hospital, against 52 for the same period last year, and that throughout Ismailia there were 569 cases of fever from January 1 to May 30, 1902 (an average year), against 72 for the same period this year. It is more than probable, moreover, that many of the cases were relapses from previous infection. Bearing in view the remarkable diminution in malarial fevers that has attended the present operations against mosquitoes, it is more than probable that when they are completed, malarial fever will practically have disappeared." The reduction in the fever already amounts, according to Major Penton's figures, to 87 per cent.

Many similar instances occurring in the German and French Colonies, and in Italy, have been recorded ; and altogether it must be admitted as proved by experience that malaria can be very largely reduced in tropical towns by the measures now known to us. But we should particularly note that, in spite of this fact having been recognised for some time, little has been done in very many places in this connection—at least, so far as can be judged from published information. And as the prevention of malaria is of really great economical importance, not only for trade but for general administration, we are now forced to ask what is the best method for encouraging quicker advances in the future.

The delay is really due to two causes—first, a natural hesitation on the part of the authorities to expend the funds necessary for such a campaign ; and secondly, a hesitation to add to the burdens of the medical and engineering departments of the Colonies. To be properly executed, the work against malaria involves considerable expense for drainage or other measures against mosquitoes, and for the remaining methods of defence just mentioned ; and, besides this expense, many Government and municipal officials must of course be put to serious trouble in regard to the supervision of the required works and the collection of statistics and the preparation of reports. Hence, as with every other new movement, that against malaria will be generally taken up only after there is clear evidence in regard to the advisability of taking it up at all. Moreover, even when the authorities have decided to take it up, they must be guided by experts who possess not only a general knowledge of the subject, but also a direct knowledge of the local conditions of the places for which the campaign is proposed. Still further, the operations

against malaria will often require the services of special executive officers appointed for that work alone. Now I think it may be freely admitted, with regard to the first point, that the authorities in all our tropical possessions are now fully alive to the advisability of attacking the disease as quickly as their means allow; but it seems to me that their organisation is not yet sufficiently perfect to enable them to give effect to such desires.

What, then, should next be done in order to hasten this campaign? It seems to me that the best answer can be obtained from a series of resolutions recently passed by the Chambers of Commerce in Liverpool, associated with members of the Chambers of Manchester and London and of the Congress of the Royal Institute of Public Health. This meeting recommended, with special reference to West Africa, that (1) a fully qualified Medical Officer of Health should be appointed to each of the principal West African towns; (2) that this officer should be supervised by a Sanitary Commissioner working on the Indian model of organisation; and (3) that an annual sanitary report regarding the West African Colonies should be regularly published.

The organisation here referred to is simply that which long experience in India has shown to be necessary for the proper conduct of sanitary affairs. In India, an admirable sanitary report is published yearly, giving general statistics of the whole Indian Empire, together with details regarding sanitary matters in the principal stations, and other useful items. It is obvious that, without such a report, both the public and the Government are likely to remain much in the dark regarding local sanitary affairs; while no one can know without statistics what is the exact degree of unhealthiness of a particular place, or what is actually being done there to improve the sick rate. Of course, with many Governments that do not publish annual reports of this nature, some facts can nevertheless be unearthed from other publications; but this is a very cumbersome substitute for the specific report of the kind referred to. The mere fact that an account of all sanitary efforts will be regularly published in such a report is of itself sufficient to stimulate local medical officers and others to active exertion. Similarly, the appointment of a Sanitary Commissioner for a given district is also a measure which Indian experience proves to be necessary. The function of such a Commissioner is to travel from place to place within his district; to study the condition of sanitary affairs and the efforts which are made to improve them; and to report directly on the subject to headquarters. Sanitary Commissioners therefore exert a

most stimulating effect on local governors, municipalities, and sanitary and medical officials. I have only to mention as an example the work which has so long been done by Colonel King in Madras. Nor is this the Sanitary Commissioner's only function. Being presumably an expert, his advice is always at the disposal of local bodies and persons in regard to difficult sanitary questions in dispute—a most important item. Lastly, the local Health Officer is equally necessary in any town of considerable size. I mean by Health Officer a man whose sole duty it is to attend to the sanitary business of his area. Medical men are often given the duties of a Health Officer in addition to their own medical work; but this, though possible in very small districts, is not advisable where both sanitary and medical duties are apt to be heavy. In such cases, the experience, I venture to say, of every sanitarian and medical man in this country shows that the sanitary duties are apt on emergency to be neglected for the medical ones—a thing which, of course, is opposed to the principle of the greatest welfare of the greatest number.

These resolutions, then, simply asked for a definite centralised sanitary organisation in place of the one at present in existence. The latter is (outside India) essentially a decentralised system, in which local sanitary affairs are entirely in the hands of local authorities; who act merely on the advice and by the means of their own subordinate medical officers; who are neither stimulated nor controlled by superior authority; and who are not even always compelled to give a regular and sufficient account of their sanitary doings. Those who are familiar with practical sanitation will easily recognise what such a system means. The local authorities may, in fact, do as little as they please; and as sanitary expenditure always remains the Cinderella of the local budget, this may sometimes mean practically nothing at all. As precise information regarding the sickness and the measures taken to deal with it cannot easily be obtained, even public criticism in the press is often impossible; and those who live in, or are interested in, the Colonies concerned are powerless to produce any change for the better. The system now proposed, then, aims at removing these defects, (1) by compelling the local authorities to show a regular record of their sanitary works, and (2) by exposing that work to periodical scrutiny by experts.

Of course, it may be found advisable after discussion to modify the details, while retaining the principles, of the proposals of the Chambers of Commerce. I have recently had the privilege of hear-

ing the personal views on these points of Mr. Chamberlain, to whom we are all so much indebted for his far-seeing and powerful efforts on behalf of tropical medicine and sanitation. He thinks that there are several serious difficulties in the way of appointing permanent Sanitary Commissioners—principally that they themselves, owing to the highly expert nature of their functions, may prove difficult of control and may commit the Colonies to unwise expenditure. But he was good enough to suggest an alternative scheme—namely, that several learned societies might periodically be asked to send out special Commissioners for the purpose of examining and reporting upon the sanitary affairs of specified tropical Crown Colonies ; and that such reports, after editing by the societies referred to, might then be submitted to Government for consideration. Commissioners of this kind would cost less, and, not being servants of Government, would be able to give entirely unprejudiced opinions. There is no doubt that this suggestion is a very valuable one. Mr. Chamberlain also thought that there would be no difficulty about the regular publication of statistics.

A modification will also be necessary for India. There, Sanitary Commissioners and Health Officers already exist, but are fully occupied with their existing duties, which I know personally are arduous enough. The proper course for the Indian Government is to appoint special Malarial Commissioners. There should be one (or more if possible) for the civil population—to organise active measures against the disease in some of the large malarious towns, and especially in the planting districts ; and another for the military stations. I am not a little astonished that the latter has not been appointed years ago. The Commander-in-Chief has at his disposal numbers of able medical men, easily available for this duty ; and, as shown in the Indian statistics, the admissions for malaria among both the white and native troops amount to no fewer than about 60,000 a year. This enormous sick list not only causes a great expense to Government, but, in accordance with the well-known laws of malaria, produces much sickness and invaliding among the troops in the form of relapses directly they are sent on active service. Now I myself have no doubt whatever, and the instances of Havana and Ismailia support me, that these admissions could easily be reduced by one half, or more, if proper general measures were taken against the disease in the military stations and barracks. In order to expedite such measures, one or more military doctors should be appointed to go from station to station for the purpose of organising and directing them.

In conclusion, we may rest assured that, if we wish for a continuous policy against malaria and the other great diseases in the tropical Colonies, we must reorganise our sanitary system. I do not mean that we may hope for no advance even with our present system, but such advances will, I fear, be only local, and dependent solely on the individual energy of local governors or medical men. For instance, many persons have expressed to me their fears that the present sanitary activity in West Africa may cease as soon as the novelty of the thing wears away. I think that our ambitions should not be reduced to such narrow limits. On the whole, perhaps, malaria can be dealt with more easily and effectually than any other great disease—than tuberculosis, cholera, or plague, for instance ; and at the same time it constitutes a most serious bar to the development of many countries. Under these circumstances, I think that we should not rest content merely with local and intermittent efforts, but should endeavour to formulate some scheme which will ensure a general advance against the enemy. I should like to see the disease reduced in every tropical town as it has been reduced in Havana, Lagos, and Ismailia ; and there is no reason why this should not be done. Do not let us rest until we see that the country has become fully alive to its responsibilities in this matter.

(*The Paper was illustrated by a number of diagrams and photographs.*)

DISCUSSION.

Sir PATRICK MANSON, K.C.M.G., M.D., F.R.S. : I am sure you will agree with me in recognising in the energy and persistence with which Major Ross carries on his campaign against malaria the same qualities that succeeded in landing him in a mighty discovery, and I trust he will be as successful in the one as in the other. I should like to thank you, Sir, for the kind manner in which you have mentioned my name, but at the same time I should like to put you straight on a matter of fact. I am not jealous on my own account, but I am jealous for the reputation of the Tropical School of London with which I am connected, and also for the reputation of the Colonial Office. As a matter of fact, Liverpool did not lead the van in the education of medical men in tropical disease. The initiative was in London, emanating from the Colonial Office, and was acquiring a concrete form through the assistance and liberality of the Seamen's Hospital Society of London, when Sir Alfred Jones,

with the perspicuity and energy for which he is so well known, jumped in ahead of us and took advantage of the fact that we had no bricks and mortar, whereas they in Liverpool had ready to their hands an admirably equipped medical school and laboratory. I will not dwell on the early part of Major Ross's Paper, but would rather say a word on the means he suggests for dealing with the matter in a comprehensive spirit. As I understand it, he suggests—and his remarks apply more particularly to the West African Colonies—that these Colonies should be in a sanitary sense amalgamated and placed under the supervision of one Sanitary Commissioner, also that each town of importance should be provided with a sanitary medical officer; that this Sanitary Commissioner, who should be independent of the Governors of the various Colonies, should perambulate about the coast, making notes, studying sanitary affairs and the efforts made to improve them, and reporting not to the Colonial Governments but to the Colonial Office. Now so far as malaria is concerned I fancy the arrangement would be an excellent one, but the practicability of the arrangement I question very much. I can understand that by an arrangement of that sort a considerable amount of friction might be brought about between the Sanitary Commissioner and sanitary medical officers and the local medical men and Governors of the Colonies and the Colonial Office. I should think there would be considerable trouble, at all events for a while, until the machinery got into full operation. I have once or twice had conversations with Colonial Governors. One in particular I asked how he got on governing so unruly a set of people as the natives, and he said "The natives give me no trouble; all the troubles come from my staff." So I fancy the trouble would be in the working of this otherwise excellent arrangement Major Ross suggests. Mr. Chamberlain, for whose opinion I, in common with the rest of the world, have every deference, suggests, in order to avoid the expense of such a scheme, that various societies should send out commissioners to, so to speak, perambulate the coast, draw up reports, and submit them to the Colonial Office for further use. But sanitary measures are, after all, matters of pounds, shillings, and pence, and I should like to know who is going to come to the aid of these learned societies and provide them with the wherewithal. I myself have somewhat humbler ideas directed towards the modification of the severity or the extinction of malaria, and these I submit are within the field of practical politics. In the first place, I would suggest that medical men destined to serve the Government and the public in the tropics

should have an adequate education in tropical disease. That has been already accomplished, or is in the way of being accomplished. Next, I would insist that every civil and military officer should be as thoroughly versed in the malaria-mosquito theory as he is in his other military or civil duties, for a knowledge of this is as really important to their health, and in that way to the Government, as a knowledge of how to write the A B C or to fire a rifle ; for if you get dead officials, they are of no use—they cannot write despatches or defeat your enemies. They should therefore be educated in a knowledge of this theory, and if they know that, they will double their value to the State. I should take care they applied this knowledge to their lives ; that all civil or military officials should live consistently with this theory, and if they did not do so I would turn them out of the service. Why should a man because he is a crank be paid by the Government to die ? I do not think it is fair to the people whose money the Government spend that it should be spent in a stupid and worthless way on a fool. Next, I would strongly recommend that all heads of business houses in these malarial countries should insist on their employés being familiar with the theory, and I would suggest that employers of white labour should punish in some way those of their employés who do not conform to this theory. Lastly, I would suggest that there should be care taken to educate the native in this theory. That is not so very difficult a matter. We have in operation the organisation of education. It may be of a crude character ; still, the rudiments of organisation are already in operation. Sir Wm. MacGregor, with a statesmanlike grasp of the importance of health, has already acted on that idea, and Lagos is carrying on an intelligent war by means of education against *Anopheles*. I would suggest that all Government schools, all missionary and benevolent schools of all sorts, should provide themselves with teachers versed in the rudiments of the mosquito theory ; that some simple book describing the theory should be written by some clever *littérateur*. To write a book of that sort requires more ability than to write a clever novel. It might be made as educational as Cæsar's "Commentaries." It might be used as a text-book. Simple lessons in natural history are quite as educative as Milton's "Paradise Lost," and much more valuable to those who acquire them. Everybody knows how difficult it is to eradicate preconceived ideas from the minds of educated Europeans ; it is infinitely more difficult to eradicate ideas that have grown up in the minds of African or other savages ; but if you put proper ideas into the mind of a man when he is young, they will grow up with

him and be of practical value in guiding him in his conduct towards diseases. I say, then, that our educational establishments, missionary or governmental, should endeavour by some means to arrive at an understanding as to the best way of educating the growing native in this theory, using it at the same time as an ordinary educational measure, just as we would any other subject of natural history. As an argument for further effort in the direction of medical education in connection with tropical disease, I would call attention to what this activity in the study of tropical diseases, over and above what has been done for malaria, has already done in opening up other avenues of knowledge. Since our tropical schools have been established, and as a result of their establishment, at least half a dozen new diseases have been brought to light and their parasites revealed. The Chairman alluded to the disease called "sleeping sickness." That disease within the last few months has, I believe, revealed its secret—thanks to the work of a student of the London School of Tropical Medicine, Dr. Castellani. I should like to be careful about saying definitely that the cause has been discovered, but certainly he has opened the door through which, by and by, the discoverer will most probably enter. Only to-day I heard of two further discoveries in a similar connection. There is an old enemy of Scotchmen and an actual enemy of Irishmen called "typhus fever," a disease that has been banished practically from London. I have just heard that our method of investigation in connection with malarial disease has been applied to the examination of typhus fever, and that in the blood in this disease a parasite somewhat similar to the malarial has been discovered. I cannot vouch for this, but probably the report is correct. Again, I heard a disease, well known in many parts of India and locally known as "Dum-dum fever," has also been found to be owing to a parasite somewhat similar to that of malaria and also inhabiting the human blood. These discoveries are undoubtedly direct outcomes of investigations carried on in connection with malaria. What the future may be for tropical countries I cannot tell, but I am absolutely sure that if we have only the courage to walk by the light of knowledge and reason, what are now howling wildernesses, useless for man, will by and by become smiling gardens full of waving corn, and admirable places for Europeans to live and even to recreate in.

Sir FRANK A. SWETTENHAM, K.C.M.G. (Governor of the Straits Settlements) : I came here to-night, as I am sure you did, out of admiration for the great work accomplished by Major Ross and Sir Patrick

Manson, and I have no special qualifications for speaking on this great subject except that probably I have had more malaria than anybody in this room, including even the two distinguished scientists who have addressed us. The discussion has gone all one way so far, and if I make a few remarks partly as one who has had some experience of the mosquito and of malaria and also as a Government officer, I hope you will understand I am not offering them in any captious spirit. I have been told I am a sceptic with reference to this question of malaria, but that is a mistake. It is perhaps hardly necessary for me to tell you that the director of the London School of Tropical Medicine is now director of an institution out in the East for which I am responsible, a fact which I think shows that I take as keen an interest in the question as anybody in this room. Now I do not suppose any intelligent person questions for a single instant the theory, which has been discovered by Sir Patrick Manson and Major Ross, of the carrying of the disease by the mosquito, but there are some people who want to know where the disease originates. It is said the disease does not originate in the mosquito, and they think possibly it comes from something else and that it is possible for people to get malaria where there are not any mosquitoes. Sir Patrick Manson said that every Government officer ought to be brought up in his theory, and that if he had the ordering of things and they did not accept that duty he would dismiss them. I can only say I am glad Sir Patrick Manson had not been the Secretary of State for the Colonies, because he certainly would have dismissed me. If I tell you I have been for over thirty years in one of the most mosquito-ridden places on the face of the globe, and that I have not done any of the things I am told I ought to have done and I am still here, believe me it is not because I am an absolute fool, but probably because this theory is a comparatively new one. If I had known thirty years ago of all that science has taught us since, it is possible, I dare say, I should have lived a different life ; still I am here to-day all the same, and the phrase "dead official" does not apply to me, because the only place where I feel at all like that is when I come to this town. It was stated that no machinery had been invented which could make an electric fan workable. That is a mistake. The electric fan is a mechanical contrivance and is in operation. Then as to the wire gauze, I am all in favour of wire gauze ; but if you live as I live, in a house which has not a door, wire gauze is of not much use, and when I tell you that the entrance to the house is almost as large as this room you will understand you would want a deal of wire gauze to

keep the mosquito out. It is said you should segregate yourselves from the native, but if you live in a town of 200,000 inhabitants that is a little difficult. A person as full of malaria as I am is probably far more dangerous to the native than he is to you. I confess I was very much astonished to hear that 5,000,000 people die annually of malaria in India. I do not question these figures. I never question the figures which are returned by medical departments, but I have always found that medical gentlemen question them. If these figures are accurate it is extremely regrettable, but it is possible there may be some explanation which we have not got. I was very glad to hear Sir Patrick Manson say what he did with reference to the travelling commissioners, because the other day I had a conversation with Dr. Daniels, who was head of the Tropical School of Medicine here, and he told me he doubted very much whether commissioners were likely to do nearly so much good as such an Institution as that of which he is at present the head—the Institution for Medical Research in the Malay States, which is, I believe, almost better than that owned either by the Americans or the Dutch or the Germans in the Far East. Dr. Daniels' opinion is that the local medical men working through such a centre as that are more likely to do good than travelling commissioners. As regards expense, I am quite sure that no question of that sort would hinder the Colony with which I have to do or the Malay States from taking part in this work, and I do not think that medical gentlemen here, certainly not Sir Patrick Manson, will doubt we should be ready with any sum of money to further the objects they have at heart. Sir Patrick Manson told us he would compel all teachers in schools to inculcate the principles of the theory. I am not allowed to talk on political questions, but I have noticed that recently you have had some trouble about education questions here. This suggestion might lead to a new kind of denominational education, which I think we had better not introduce.

Sir ALFRED JONES, K.C.M.G.: I think the study of tropical countries at the present time is one of the most important and profitable matters that we could be engaged upon. The Liverpool School has done a good deal in this respect, and when I tell you that we have done that unaided and have spent some £36,000, you will understand we are thoroughly in earnest. I do not think that this theory or that this occasion is in any way a kind of joke. It is a question of life and death for those who go from amongst us to these Colonies. We have all known people who have lost their lives in the tropics owing to the want of knowledge of these subjects.

QUEENSLAND : ITS MATERIAL PROGRESS AND NATURAL RESOURCES.

. . . We in the United States look with greater and greater interest to the material and spiritual productions of our Anglo-Saxon cousins in Australasia, and we do not entertain any doubts that your quarter of the world is to make great and important contributions to our common civilisation. Anyone who looks even superficially into the history that is being made in Australasia will see that a vast nation is for the first time in the history of the world coming into being in the Southern Hemisphere. It is destined to play a great rôle in the future of civilisation.

Such is the view of my distinguished correspondent, the Hon. W. T. Harris, Commissioner of Education, U.S.A., expressed in a couple of private letters, dated September 20 and 30, 1895 and 1896, respectively. It refers to Australasia as a whole, but applies with equal force and appropriateness to Queensland as a State, for no one with even the slightest knowledge of the resources of Queensland and its material progress during the last forty-three years can entertain any doubt whatever of its future greatness. The Anglo-Saxon race has planted the British flag firmly and securely upon this great State of the Commonwealth, where there is already the nucleus of a nation of native-born people who are working out their own destiny in the production of wealth and the establishment of great industrial and intellectual institutions—a nation whose freedom and greatness will soon be maintained against the world by a free-born, patriotic people, bound together and to the other units of the Empire by common ties of fellowship. In the past, Queensland has suffered greatly from indifference on the part of those whose duty it was to nourish and protect the interests of the country. But even now it is beginning to be recognised that this indifference will no longer pay, for the day is not very far distant when our great freedom-loving and progressive Australian people will command respect. Already the fame of the industrial wealth of Queensland and its truly wonderful natural resources has spread far and wide, and the country has attained an honoured place among the Colonies of the Empire. Notwithstanding the trying period through which the State has just passed, the revenue is remarkably good, the resources are inexhaustible, the products wealth-producing, the public works extensive, the material and intellectual condition of the people is rapidly progressive, the moral standard comparatively high, the prospect boundless, the cities and towns are important, and the national debt is inconsider-

able. These are the results of active youthful efforts in Empire building during a comparatively short period. Although continually increasing at a fairly satisfactory rate, the population of the State (some 510,515) is ridiculously and absurdly small for the great extent of country already occupied, and the still more extensive regions awaiting occupation, by an industrial class of people. This population of the entire State is distributed very disproportionately in respect to the settled districts, for we find the bulk of the people congregated in the large centres where the conditions of life are apparently more attractive than in the rural divisions. During recent years a number of the State citizens have found their way to Western Australia, where there has been an abnormal development of the gold-mining industry, although the mineral areas of Queensland are rich and numerous, as may be seen from the fact that up to the end of 1902 they had yielded no less than £66,986,275. Few can realise what these figures actually mean, great though indeed they be, for it is only in seeing representations of their equivalents in gold and other minerals at International Exhibitions and suchlike shows that their importance can be fairly understood or appreciated. This mineral revenue is very great indeed for a young country like Queensland, and speaks more eloquently than a whole vocabulary of words of the enormous natural wealth of the State obtained from the rocks and soils during such a comparatively short period.

But, vast as this truly is, it finds a powerful rival in the pastoral enterprise which, more than anything else, has contributed to the national wealth, the number of sheep alone having increased to 21,700,000 in 1892, before the drought set in. Sheep farming in Queensland is carried out upon a most extensive and elaborate scale, the stock being of the choicest kind, best suited to the conditions of the country. The Merino breed of sheep predominates, but several other select types have been introduced at very great cost, no expense being spared to improve the studs and quality of wool. In this respect it may be said that in no other part of the world is there produced a finer variety of sheep, or a better quality of wool, than in this great north-eastern State of the Australian Commonwealth. This industry, upon which a great deal of attention is naturally bestowed, is one that gives employment to a great many people, especially to a class of men whose chief occupation is sheep-shearing.

Associated with the "Golden Fleece," in contributing to the remarkable progress of Queensland, is the great frozen and tinned

meat industry, still in the embryonic stages, so to speak, but nevertheless destined to be of unlimited possibilities and importance. Hitherto there has not been a very great deal of encouragement given by British consumers on the other side of the world to those locally engaged in the enterprise of freezing, tinning, and exporting the meat—a most extensive undertaking that can only be carried out upon a truly elaborate scale, and one, moreover, necessitating an outlay of very large capital. The beef and mutton, too, are acknowledged, by those best able to judge, to be of the choicest quality, but both have occasionally suffered on board ship on the way to the English market, and, until there is some improvement in the method of carrying the meat, the absolute success of the enterprise may be somewhat delayed, viewed from a commercial standpoint. At one time most of the country was occupied by stock-breeders, whose flocks and herds were depastured upon enormously large areas; but many of the sheep and cattle "runs," as they are called, have been greatly reduced in area by a system of resumption, and thereby a great deal of land has been taken up for agricultural purposes.

Although pre-eminently a pastoral country of the very first importance, Queensland stands well in the foreground as a field for the development of agriculture, the position to which this industry has already attained since the early days of settlement being very encouraging. Although grain has not yet been produced to any very great extent, sugar-cane is one of the most valuable and remunerative products of the State, the value of the output for the year 1900 being over a million pounds sterling. For years the sugar industry has been carried on upon a most extensive scale. The juice is extracted from the sugar-cane by elaborate and expensive machinery, while the estates themselves are cultivated in the most approved style. For a time there was great difficulty in procuring the labour necessary and most suitable for plantation work, and grave fears were entertained for the success of the industry, it being recognised on all sides that the work could not be profitably or satisfactorily carried on by European labourers alone. Rather than see the sugar mills shut up altogether and the crops go to waste, it was decided by the Queensland Legislature to authorise the importation of Polynesian labourers for plantation work, the result being that the industry has grown and flourished. As a good deal of public attention has been given to this immigration policy on the part of Queensland, it may be well to consider the result in the light of our present advanced knowledge and experience. Eth-

nologically considered, then, the Polynesian, or Kanaka, as he is more generally called, possesses some interesting features not usually recognised nor clearly understood. The inhabitants of the numerous oceanic islands, geographically studied, are composed of a variety of tribal communities, whose dialectal affinities are not widely separated, permitting as they do in many parts easy intercourse between remotely situated groups, thereby indicating their common origin from a parent Asiatic stock. In point of fact, there are many indications in the numerous cyclopean ruins which occur in some of the island groups of the existence of a high order of civilisation at some remote period of the world's history in Polynesia. As I have previously stated elsewhere, it seems very probable that the peoples of New Guinea, New Zealand, and Polynesia are sprung from an Asiatic stock, and are, in fact, the product of Phœnician adventure and civilisation ; that their physical and dialectal dissimilarities are due to tribal distinctions and not to racial differences ; and, last of all, that the Pacific Islands were peopled contemporaneously with the continent of America. But these are subjects that need not, however, concern me any further at present.

In intellectual capacity the Polynesian is on a far higher plane than the Australian aboriginal ; he is superior to the African negro, to many of the tribes of Farther India, and is capable of reaching a high step in the ladder of civilisation. In perceptive powers he is keener than many other coloured races, and is very readily impressed. He is highly receptive, easily taught, can reason clearly, but is somewhat emotional. He is very sensitive, with a clear idea of right and wrong, and, being sometimes sullen, he is inclined to be revengeful. His social qualities are excellent, and, being naturally domesticated, he is sympathetic and affectionate, honest and trustworthy. For some years I had a large staff of Kanakas, from all parts of Polynesia, when engaged on professional field-service in the tropics, and I found them most excellent workers, invariably superior to white men for the class of work, more loyal, equally intelligent, and far less troublesome. Indeed I may say, with regretful feelings, that during a period of family bereavement I had more affectionate care and sympathy from my Polynesian "boys" than from my European neighbours, including those professing Christianity. In the dense tropical jungle, heated by the air of a solar furnace, or in the steaming cane fields, the Kanaka, if properly treated, will cheerfully toil from daylight till dark, if need be. He will go about his work with a willing activity that inspires confidence, and often raises a feeling of envy in his languid and listless

white brother, while his labour is enlivened by a native song or an original joke to his comrades. His skin from top to toe is besmeared by the sweat of honest toil, and his well-developed muscles bear testimony to an active life under tropical conditions congenial to his race. I have tried whites at the same kind of work with most unsatisfactory results. The climatic conditions were against them, the expanded tropical air giving a deficient supply of oxygen to the blood, and rendering them incapable of long-sustained physical exertion in an atmosphere inimical to such. In fact, the work could not be done by white labour for well-known physiological reasons, chief of which is the anaemic condition that overtakes white people who live in the tropics, arising, as I have already remarked, from a diminished supply of oxygen. By birth and occupation an agriculturist, the Kanaka is eminently suited for the cane field. He is physically capable of great exertion under conditions unfavourable to white labour, and he is more reliable than some other class of worker, with whom time and wage elements are of first importance. Whether viewed as an alien race of people or in the light of British subjects, the Polynesians are much more desirable than Indian coolies for sugar plantations or the requirements of settlement. The feeling against the Kanaka in Australia arises mostly from prejudicial causes, as a result of racial or class distinction, as well as from general ignorance concerning the true character and ethnology of the people. The South Sea Island immigration policy of Queensland has been in every respect most humane and beneficial to the Kanaka, whose deportation would undoubtedly inflict great hardship, as well as prove a serious set-back to the colonising influences that have been at work in Polynesia and in tropical Australia for years. There is no use in shutting our eyes to the fact that much of the continued prosperity of the sugar industry of Queensland depends upon coloured labour ; this being the case, it is only a question of race ; and surely the people who serve the interests of the industry best ought to have the preference.

The discovery of large supplies of artesian water, and the facilities which are known to exist for the conservation and storage of rain and river waters, augur well for the future prospects and continuous prosperity of the agricultural and pastoral industries. In many parts of the State these have suffered much in the past from droughts and abnormal seasonal changes, although in some cases inexperience has been the cause of failure. Already large sums of public money have been spent in examining the country for water

supplies and boring artesian wells, of which there are now some 984 scattered all over the country, but mostly in the districts west of the coast range. The aggregate depth of these wells is something over 215 miles, and the estimated yield of water is about 375,000,000 gallons per day. The artesian supplies are obtained from the storage beds of the lower cretaceous formation, which extends over an immense area of the continent.

While our material progress has in a remarkable degree been exhibited in the value of the products derived by cultivating the fertile soils, the fact must not be overlooked that there have been other contributing causes, none to which we are, perhaps, more largely beholden than commercial enterprise. Few branches of industry have been so largely encouraged as the one dedicated to agriculture. It has been and is now being fostered by the State at very considerable expense, a training college having been established at Gatton and experimental farms elsewhere, besides the very completely equipped Department of Agriculture under able and efficient ministerial control. Everything, in point of fact, has been done to help and encourage settlement on the land, and any failure to profit by cultivating the soils must be attributed to the settlers themselves rather than to other causes.

But the spirit of self-reliance is certainly very feeble in the present generation, for we find the prevailing, and withal growing, tendency in the industrial affairs of life is to rely too much upon others and far too little upon self. If anything at all, this certainly shows degeneracy of race, one of the very worst features of all being that men will not think and act for themselves so long as there are others who will think and act for them. It is, of all others, the most lamentable and hopeless condition to which man can fall. The State is asked to step in and help in every case where the elements of industry, enterprise, and thrift are deficient, and we find this to be the case in many countries. As it is, the State does wonders. It educates the children at the public schools of the country free of charge, under one of the finest educational systems in the world. It provides secondary education in ten grammar schools, towards the expenses of which it had contributed over £261,535 to the end of 1900. It subsidises technical education to the extent of some £9,542 annually. It has furnished and maintains a free public library in Brisbane, a school of mines in Northern Queensland, and many other institutions for the intellectual and material welfare of the people receive encouragement and support at its liberal and enlightened hands. In point of fact

meat industry, still in the embryonic stages, so to speak, but nevertheless destined to be of unlimited possibilities and importance. Hitherto there has not been a very great deal of encouragement given by British consumers on the other side of the world to those locally engaged in the enterprise of freezing, tinning, and exporting the meat—a most extensive undertaking that can only be carried out upon a truly elaborate scale, and one, moreover, necessitating an outlay of very large capital. The beef and mutton, too, are acknowledged, by those best able to judge, to be of the choicest quality, but both have occasionally suffered on board ship on the way to the English market, and, until there is some improvement in the method of carrying the meat, the absolute success of the enterprise may be somewhat delayed, viewed from a commercial standpoint. At one time most of the country was occupied by stock-breeders, whose flocks and herds were depastured upon enormously large areas; but many of the sheep and cattle "runs," as they are called, have been greatly reduced in area by a system of resumption, and thereby a great deal of land has been taken up for agricultural purposes.

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that only require an application of the enterprising Briton's energy and developing power to render them productive and important contributing factors to the national wealth. In this connection—that is, in respect to the value of our trade—the smallness of our population must be taken into account, and it should also be borne in mind that several proclaimed gold fields whose richness is known beyond doubt are lying idle, so to speak. The Palmer Gold Field especially is known to be exceptionally rich in auriferous ores, and would afford splendid and almost unlimited scope for the employment of capital to open up the extensive reefs there.

Although it may be doubted by some if there is yet a chance to further extend the pastoral industry in Queensland, seeing that droughts are of periodic occurrence in the inland districts of Australia, still experience is teaching a very salutary and necessary lesson in a young country, and we are now beginning to see that provision must be made for exceptionally dry periods, when vegetation withers and animated nature seems at a standstill. Keeping this in view it may be very fairly and reasonably assumed that the future will see some considerable increases of the revenue derived from the pastoral resources of the State, especially when the settlers have learnt how to best conserve the copious supplies of rain water that fall on their lands in good seasons.

Although not so far advanced as some of the older States of the Commonwealth, we still have a very good railway system, extending to the far-off interior and connecting the famous Croydon Gold Field with the town of Normanton, on the shores of the Carpentarian Gulf. The lengthy journey, over 2,000 miles, from Gladstone or Charleville to Adelaide, South Australia, may now be performed in a well-appointed railway carriage within the comparatively short time of ninety-three hours, instead of as many days in the old sailing craft or slow coastal steamers, to say nothing of the weary mode of travel by the old pioneer bullock teams and less substantial mail coaches of the early days of colonisation. Truly this is a progressive age in which we live, and with like truth may it be said that we are continually improving and progressing in our industrial arts to an extent which never could have been anticipated by the most progressive types of the past generation. Fancy what would be the feelings of some of our earliest Australian navigators and explorers were they to return to life and behold our magnificent steamship and railroad service—railroads that cross the great barrier Blue Mountain Range, which long baffled the efforts of early exploration and oftentimes forced the brave, hardy travellers to give

up many a well-planned attempt to reach the vast western plains of New South Wales. In those days it would scarcely have been credited that up to 1901 Australia would own some 10,600 miles of railroads open to traffic, and several lines in course of construction. Of this mileage Queensland has 2,801 standing to her credit. It is almost impossible to over-estimate the value of these lines in opening up the country to settlement, as well as their powerful influence in contributing to our material progress. The day is not far distant when the great iron horse will traverse the entire continent from south to north, and from east to west—when, in point of fact, the whole territory will be belted and annulated by a continuous chain of steel rails—when the swift ocean steamers will land their passengers and mails at Port Darwin to continue the overland journey to Brisbane, Sydney, Melbourne, and Adelaide by rail. This is by no means a new idea, for the subject has already been brought before the public for discussion, when some years ago it was advocated by that astute Queensland statesman, the late Sir Thomas McIlwraith, and lately revived by the Commonwealth Government. Although it met with a great deal of opposition at the time, and the scheme had in consequence to be abandoned, there can be no doubt whatever that it was the one thing needed to encourage enterprise, and to secure for Australia a leading place among the first commercial countries of the world. We in Queensland would naturally have a much larger population were the railway lines more fully developed—were they extended to the extreme and remote parts of the State and of the continent as well. Our trade with the outside world would naturally increase by reason of the increased number of inhabitants and greater industrial activity, as well as the more rapid interchange of commodities. Railways, it is true, are expensive things to make, but the question of cost is a mere nothing when compared with their unlimited influence upon the material progress of a country.

The chief metropolitan centre of Queensland is very well supplied with transit facilities in the shape of a fine service of electric trams or street railways. These are constructed upon modern principles, embracing all the latest inventions and improvements. The city is adorned by some magnificent public buildings, beautified by elaborate and elegant architectural designs; the suburban areas are rendered attractive and quite homely in appearance by the comfortable residential piles of prosperous citizens that are scattered about in all directions—many of the private dwelling-houses being imposing in size and design while

the commodious grounds that surround them are usually set off by a variety of lovely plants. In point of fact everything is met with that is at all likely to contribute to the varied tastes and requirements of the residents. Park areas and open spaces are provided for the city and country towns, and in these the industrial inhabitants find ample scope and facility for recreation. Most of these public resorts are tastefully laid out and rendered inviting by the profusion of plant life that flourishes in the rich and well-cultivated soils. In spite of these life comforts the citizens have not yet learnt how to enjoy the facilities for recreative purposes with which they have been so liberally supplied.

Besides these matters to which I have so briefly alluded, our city folks are further provided with some splendid institutions devoted to the pursuits of science, literature, and arts. The Museum, the Royal Geographical Society of Australasia (Queensland branch), the Public Library and Art Gallery are very good types of the kind, where the literature and other world treasures repose. There is a National Industrial Association, and the several other departments of science are fully represented by specially constituted bodies, while the religious and ethical side of life is highly stimulated by the ministrations of a large staff of workers. Few other countries have advanced so rapidly up the intellectual ladder during such a comparatively short space of time, and the mental advancement has gone on hand in hand with the material progress. This generally satisfactory condition of our national affairs of life says a great deal for the progressive tendency of civilisation and the elevating bent of British character. It shows more clearly than anything else that, while occupied with the more material things that have contributed to our welfare, there has been nothing overlooked which would in any way tend to improve the mind. As I have already remarked, we are certainly not behind the times in educational matters. Our grammar schools are among the first of the kind in Australasia, and the splendidly appointed State schools show how deep is the concern for the mental condition of our young people. The primary schools are open to all, and by a system of scholarships provided by the State the very highest step in the educational ladder may be reached by the poorest child in the country, and this is perhaps one of the most progressive and enlightened features of colonisation. In no period of the State's progress have the advantages of a well-organised and well-regulated post and telegraph service been more highly appreciated than at present. We have the telegraph wires connecting the capital with almost every centre.

We cannot, in fact, know too much on these matters. It is awful to think that we should be sending people to these countries without a knowledge of precautions that are so simple, and when the consequence of not knowing them is so serious. If you can save the lives of these natives too, so much the better for the Empire, for we must not forget that the natives are entitled to all the protection which knowledge can bestow upon them. They are, in fact, an asset of the Empire. I do not want to deprive Sir Patrick Manson of any credit for what he has done—he was a leader. Mr. Chamberlain has been father of the whole scheme and we are the children. Perhaps we are growing too strong for the parents ; still, do not let us be jealous of each other. It does not matter much who does the good so long as the good is done. I am glad to be here and support the Chairman this evening. He has done a great deal in Africa, and we should certainly not have had Northern Nigeria but for him. Now he is going to another part of the world and we wish him every success. England has an interest in all these tropical countries. They are not the best places in the world to live in, but we have to make money out of them, and to make money we must make healthy the people who live in them.

Sir HENRY HOWSE, F.R.C.S. : Some three years ago I was present at one of your meetings when Sir Patrick Manson read a Paper upon this very subject. At that time we were in a state of much greater doubt than we are at the present as regards the significance of these discoveries. Think what a change has come over us in these last three or four years. It is perfectly marvellous. Major Ross has bemoaned the fact that the European population of Africa scarcely believe at all in the mosquito origin of malaria, and I quite agree that not only they but our own people require to be educated in it. It has been suggested that the appointment of Sanitary Commissioners would have a great effect in some places, and I think in all probability that is true. Still, there are difficulties. Some of the Colonies, we know, have not too much money to spare. Mr. Chamberlain suggested that the learned societies might send out a small commission, but where are they to get the money from ? It is true the Royal Society does give grants, but that is almost the only one that has any funds for the purpose. If one could succeed in persuading the Government that science after all plays a very important part in the preservation of the lives of the people, and if we could get a little help by way of grant from the Consolidated Fund, then I think these societies might help forward this great cause. We as medical men (and I speak quite independently) have

almost universally accepted the theories of Sir Patrick Manson and Major Ross. We believe they are proved facts. If we desire that the European population especially shall preserve their lives, and that these Colonies shall be great trading centres in the future, these theories ought to be acted upon. There is no doubt that Sir Patrick Manson was quite right when he said that the officials who go out to these Colonies ought to be permeated with this theory and to be required to act upon it. On the West Coast there are a considerable number of legal officials who, I think, might also be instructed in a knowledge of this theory, and they might very well be directed to aid in carrying out the various prophylactic measures which are recommended as necessary.

On the motion of the Chairman, a hearty vote of thanks was given to Major Ross for his address.

Major Ross : I beg to thank you for your kind reception of my views. Sir Frank Swettenham has raised the old question—viz. if the mosquito carried the poison into man, where does it get the poison from? I venture to say he has not understood the basis of the subject, which is that the mosquito gets the poison from an infected man and carries it on to a healthy subject, just as the tsetse-fly carries the poison from a diseased animal to a healthy one. You need not go further. It is like the old question, If the egg comes from the hen, and the hen from the egg, which comes first? We now know to a certainty that the mosquito does carry the disease in this manner. Sir Patrick Manson suggested the education of officials and natives in the mosquito theory. That is an excellent thing. Let us educate them by all the means in our power; but do you think you are going to produce very much effect by this means alone? Here is Sir Frank Swettenham, the Governor of a Colony; and after all that has been done, even he, at the present moment, does not appear to be quite prepared to accept the principle. Again, here is an article I see in "Chambers's Journal" which says "that Major Ross's assertions appear to be generally pooh-poohed among Coasters." We know, indeed, that there are a great many people even yet who do not believe in vaccination. It is all very well to talk of education. It will do good, but will not suffice. We must get the Government to take up the question properly. You say you have not the funds; but look at what the Americans have done in Havana and the French in Ismailia (which belongs to a private company). The latter have done more in a few months than many British Colonies have in several years. I am certain that the Government could find the

money if it liked. Another point: it is said you cannot have Sanitary Commissioners; but is it not a fact that there are Sanitary Commissioners already in various parts of India? And how is it you can employ them there and not elsewhere? The cost of a Sanitary Commissioner is not such an enormous sum after all, say £1,500 a year—that is, for one Commissioner for the whole of West Africa. I say again, I am sure that the country can find the money, and that the country will have to find it. In conclusion, I can only repeat that I agree with Sir Patrick Manson as to the desirability of spreading education in this matter, not only amongst the people generally, but amongst the officials.

AFTERNOON MEETING.

AN AFTERNOON MEETING was held in the Library of the Institute on Tuesday, November 24, 1908, when a Paper on "Queensland : its Material Progress and Natural Resources," by Mr. J. P. Thomson, LL.D., was read, in the absence of the author, by the Hon. Sir Horace Tozer, K.C.M.G. Field-Marshal Sir Henry W. Norman, G.C.B., G.C.M.G., C.I.E., presided.

The CHAIRMAN remarked that he had been asked to preside, he supposed, because of his former connection with Queensland, where for nearly seven years he passed a very happy time and made many lasting friends ; indeed, he retained a most lively recollection of his experience in the Colony, now a State of the Commonwealth. The Paper for the afternoon had been written by Dr. J. P. Thomson, who is employed in the Lands Department of the Queensland Government, and also has for many years been Honorary Secretary of the Queensland branch of the Royal Australasian Geographical Society—an institution that has done a great deal for the cause of geography, and which owes much to Dr. Thomson's unceasing services. His labours in this respect were recognised last year by the Royal Geographical Society of this country, which conferred on him the distinction of the Cuthbert Peek award. Dr. Thomson was unable to remain in England to read his Paper, and this duty had been kindly undertaken by Sir Horace Tozer. It was hardly necessary to say that Sir Horace is acquainted with Queensland in a way that is rarely equalled. There he spent many years of his life ; he was a member of Parliament for many years, and for some time a member of the Government. For the last five years he had been Agent-General in London. It was a pleasure also to see present on this occasion his (the Chairman's) successor in the Government of Queensland. He referred to Lord Lamington, who was about to go to another important governorship—that of Bombay. They were glad, and almost surprised, to see Lord Lamington in view of the number of engagements he had to fulfil, and the fact that he had to leave this country to-morrow morning. They were indebted to him for his presence.

Sir Horace Tozer then read Dr. Thomson's Paper on

QUEENSLAND : ITS MATERIAL PROGRESS AND NATURAL RESOURCES.

. . . We in the United States look with greater and greater interest to the material and spiritual productions of our Anglo-Saxon cousins in Australasia, and we do not entertain any doubts that your quarter of the world is to make great and important contributions to our common civilisation. Anyone who looks even superficially into the history that is being made in Australasia will see that a vast nation is for the first time in the history of the world coming into being in the Southern Hemisphere. It is destined to play a great rôle in the future of civilisation.

Such is the view of my distinguished correspondent, the Hon. W. T. Harris, Commissioner of Education, U.S.A., expressed in a couple of private letters, dated September 20 and 30, 1895 and 1896, respectively. It refers to Australasia as a whole, but applies with equal force and appropriateness to Queensland as a State, for no one with even the slightest knowledge of the resources of Queensland and its material progress during the last forty-three years can entertain any doubt whatever of its future greatness. The Anglo-Saxon race has planted the British flag firmly and securely upon this great State of the Commonwealth, where there is already the nucleus of a nation of native-born people who are working out their own destiny in the production of wealth and the establishment of great industrial and intellectual institutions—a nation whose freedom and greatness will soon be maintained against the world by a free-born, patriotic people, bound together and to the other units of the Empire by common ties of fellowship. In the past, Queensland has suffered greatly from indifference on the part of those whose duty it was to nourish and protect the interests of the country. But even now it is beginning to be recognised that this indifference will no longer pay, for the day is not very far distant when our great freedom-loving and progressive Australian people will command respect. Already the fame of the industrial wealth of Queensland and its truly wonderful natural resources has spread far and wide, and the country has attained an honoured place among the Colonies of the Empire. Notwithstanding the trying period through which the State has just passed, the revenue is remarkably good, the resources are inexhaustible, the products wealth-producing, the public works extensive, the material and intellectual condition of the people is rapidly progressive, the moral standard comparatively high, the prospect boundless, the cities and towns are important, and the national debt is inconsider-

able. These are the results of active youthful efforts in Empire building during a comparatively short period. Although continually increasing at a fairly satisfactory rate, the population of the State (some 510,515) is ridiculously and absurdly small for the great extent of country already occupied, and the still more extensive regions awaiting occupation, by an industrial class of people. This population of the entire State is distributed very disproportionately in respect to the settled districts, for we find the bulk of the people congregated in the large centres where the conditions of life are apparently more attractive than in the rural divisions. During recent years a number of the State citizens have found their way to Western Australia, where there has been an abnormal development of the gold-mining industry, although the mineral areas of Queensland are rich and numerous, as may be seen from the fact that up to the end of 1902 they had yielded no less than £66,986,275. Few can realise what these figures actually mean, great though indeed they be, for it is only in seeing representations of their equivalents in gold and other minerals at International Exhibitions and suchlike shows that their importance can be fairly understood or appreciated. This mineral revenue is very great indeed for a young country like Queensland, and speaks more eloquently than a whole vocabulary of words of the enormous natural wealth of the State obtained from the rocks and soils during such a comparatively short period.

But, vast as this truly is, it finds a powerful rival in the pastoral enterprise which, more than anything else, has contributed to the national wealth, the number of sheep alone having increased to 21,700,000 in 1892, before the drought set in. Sheep farming in Queensland is carried out upon a most extensive and elaborate scale, the stock being of the choicest kind, best suited to the conditions of the country. The Merino breed of sheep predominates, but several other select types have been introduced at very great cost, no expense being spared to improve the studs and quality of wool. In this respect it may be said that in no other part of the world is there produced a finer variety of sheep, or a better quality of wool, than in this great north-eastern State of the Australian Commonwealth. This industry, upon which a great deal of attention is naturally bestowed, is one that gives employment to a great many people, especially to a class of men whose chief occupation is sheep-shearing.

Associated with the "Golden Fleece," in contributing to the remarkable progress of Queensland, is the great frozen and tinned

meat industry, still in the embryonic stages, so to speak, but nevertheless destined to be of unlimited possibilities and importance. Hitherto there has not been a very great deal of encouragement given by British consumers on the other side of the world to those locally engaged in the enterprise of freezing, tinning, and exporting the meat—a most extensive undertaking that can only be carried out upon a truly elaborate scale, and one, moreover, necessitating an outlay of very large capital. The beef and mutton, too, are acknowledged, by those best able to judge, to be of the choicest quality, but both have occasionally suffered on board ship on the way to the English market, and, until there is some improvement in the method of carrying the meat, the absolute success of the enterprise may be somewhat delayed, viewed from a commercial standpoint. At one time most of the country was occupied by stock-breeders, whose flocks and herds were depastured upon enormously large areas; but many of the sheep and cattle "runs," as they are called, have been greatly reduced in area by a system of resumption, and thereby a great deal of land has been taken up for agricultural purposes.

Although pre-eminently a pastoral country of the very first importance, Queensland stands well in the foreground as a field for the development of agriculture, the position to which this industry has already attained since the early days of settlement being very encouraging. Although grain has not yet been produced to any very great extent, sugar-cane is one of the most valuable and remunerative products of the State, the value of the output for the year 1900 being over a million pounds sterling. For years the sugar industry has been carried on upon a most extensive scale. The juice is extracted from the sugar-cane by elaborate and expensive machinery, while the estates themselves are cultivated in the most approved style. For a time there was great difficulty in procuring the labour necessary and most suitable for plantation work, and grave fears were entertained for the success of the industry, it being recognised on all sides that the work could not be profitably or satisfactorily carried on by European labourers alone. Rather than see the sugar mills shut up altogether and the crops go to waste, it was decided by the Queensland Legislature to authorise the importation of Polynesian labourers for plantation work, the result being that the industry has grown and flourished. As a good deal of public attention has been given to this immigration policy on the part of Queensland, it may be well to consider the result in the light of our present advanced knowledge and experience. Eth-

nologically considered, then, the Polynesian, or Kanaka, as he is more generally called, possesses some interesting features not usually recognised nor clearly understood. The inhabitants of the numerous oceanic islands, geographically studied, are composed of a variety of tribal communities, whose dialectal affinities are not widely separated, permitting as they do in many parts easy intercourse between remotely situated groups, thereby indicating their common origin from a parent Asiatic stock. In point of fact, there are many indications in the numerous cyclopean ruins which occur in some of the island groups of the existence of a high order of civilisation at some remote period of the world's history in Polynesia. As I have previously stated elsewhere, it seems very probable that the peoples of New Guinea, New Zealand, and Polynesia are sprung from an Asiatic stock, and are, in fact, the product of Phœnician adventure and civilisation ; that their physical and dialectal dissimilarities are due to tribal distinctions and not to racial differences ; and, last of all, that the Pacific Islands were peopled contemporaneously with the continent of America. But these are subjects that need not, however, concern me any further at present.

In intellectual capacity the Polynesian is on a far higher plane than the Australian aboriginal ; he is superior to the African negro, to many of the tribes of Farther India, and is capable of reaching a high step in the ladder of civilisation. In perceptive powers he is keener than many other coloured races, and is very readily impressed. He is highly receptive, easily taught, can reason clearly, but is somewhat emotional. He is very sensitive, with a clear idea of right and wrong, and, being sometimes sullen, he is inclined to be revengeful. His social qualities are excellent, and, being naturally domesticated, he is sympathetic and affectionate, honest and trustworthy. For some years I had a large staff of Kanakas, from all parts of Polynesia, when engaged on professional field-service in the tropics, and I found them most excellent workers, invariably superior to white men for the class of work, more loyal, equally intelligent, and far less troublesome. Indeed I may say, with regretful feelings, that during a period of family bereavement I had more affectionate care and sympathy from my Polynesian "boys" than from my European neighbours, including those professing Christianity. In the dense tropical jungle, heated by the air of a solar furnace, or in the steaming cane fields, the Kanaka, if properly treated, will cheerfully toil from daylight till dark, if need be. He will go about his work with a willing activity that inspires confidence, and often raises a feeling of envy in his languid and listless

white brother, while his labour is enlivened by a native song or an original joke to his comrades. His skin from top to toe is besmeared by the sweat of honest toil, and his well-developed muscles bear testimony to an active life under tropical conditions congenial to his race. I have tried whites at the same kind of work with most unsatisfactory results. The climatic conditions were against them, the expanded tropical air giving a deficient supply of oxygen to the blood, and rendering them incapable of long-sustained physical exertion in an atmosphere inimical to such. In fact, the work could not be done by white labour for well-known physiological reasons, chief of which is the anaemic condition that overtakes white people who live in the tropics, arising, as I have already remarked, from a diminished supply of oxygen. By birth and occupation an agriculturist, the Kanaka is eminently suited for the cane field. He is physically capable of great exertion under conditions unfavourable to white labour, and he is more reliable than some other class of worker, with whom time and wage elements are of first importance. Whether viewed as an alien race of people or in the light of British subjects, the Polynesians are much more desirable than Indian coolies for sugar plantations or the requirements of settlement. The feeling against the Kanaka in Australia arises mostly from prejudicial causes, as a result of racial or class distinction, as well as from general ignorance concerning the true character and ethnology of the people. The South Sea Island immigration policy of Queensland has been in every respect most humane and beneficial to the Kanaka, whose deportation would undoubtedly inflict great hardship, as well as prove a serious set-back to the colonising influences that have been at work in Polynesia and in tropical Australia for years. There is no use in shutting our eyes to the fact that much of the continued prosperity of the sugar industry of Queensland depends upon coloured labour ; this being the case, it is only a question of race ; and surely the people who serve the interests of the industry best ought to have the preference.

The discovery of large supplies of artesian water, and the facilities which are known to exist for the conservation and storage of rain and river waters, augur well for the future prospects and continuous prosperity of the agricultural and pastoral industries. In many parts of the State these have suffered much in the past from droughts and abnormal seasonal changes, although in some cases inexperience has been the cause of failure. Already large sums of public money have been spent in examining the country for water

supplies and boring artesian wells, of which there are now some 984 scattered all over the country, but mostly in the districts west of the coast range. The aggregate depth of these wells is something over 215 miles, and the estimated yield of water is about 875,000,000 gallons per day. The artesian supplies are obtained from the storage beds of the lower cretaceous formation, which extends over an immense area of the continent.

While our material progress has in a remarkable degree been exhibited in the value of the products derived by cultivating the fertile soils, the fact must not be overlooked that there have been other contributing causes, none to which we are, perhaps, more largely beholden than commercial enterprise. Few branches of industry have been so largely encouraged as the one dedicated to agriculture. It has been and is now being fostered by the State at very considerable expense, a training college having been established at Gatton and experimental farms elsewhere, besides the very completely equipped Department of Agriculture under able and efficient ministerial control. Everything, in point of fact, has been done to help and encourage settlement on the land, and any failure to profit by cultivating the soils must be attributed to the settlers themselves rather than to other causes.

But the spirit of self-reliance is certainly very feeble in the present generation, for we find the prevailing, and withal growing, tendency in the industrial affairs of life is to rely too much upon others and far too little upon self. If anything at all, this certainly shows degeneracy of race, one of the very worst features of all being that men will not think and act for themselves so long as there are others who will think and act for them. It is, of all others, the most lamentable and hopeless condition to which man can fall. The State is asked to step in and help in every case where the elements of industry, enterprise, and thrift are deficient, and we find this to be the case in many countries. As it is, the State does wonders. It educates the children at the public schools of the country free of charge, under one of the finest educational systems in the world. It provides secondary education in ten grammar schools, towards the expenses of which it had contributed over £261,535 to the end of 1900. It subsidises technical education to the extent of some £9,542 annually. It has furnished and maintains a free public library in Brisbane, a school of mines in Northern Queensland, and many other institutions for the intellectual and material welfare of the people receive encouragement and support at its liberal and enlightened hands. In point of fact

it may be fairly and honestly said that in no other country do the various requirements of the citizens receive greater consideration and attention than in Queensland.

From a commercial view-point, the State holds a place in the front ranks of the Australian Commonwealth, and, with the single exception of New Zealand, none of the Australasian Colonies approach her in the value of trade to each ton of shipping, which in 1900 amounted to £10 2s. 7d. Her whole trade is about £17,000,000 annually, the total value of the exports for the same year being £9,581,562. The British India and Queensland Agency Company maintains a monthly service with Brisbane and other Northern ports, conveying mails, passengers, and cargo between the State and London, while there is kept up a regular weekly mail service with Great Britain and the Continent of Europe, a monthly service, by the Canadian Pacific route, between Vancouver and Brisbane, besides the fine Japanese liners that call monthly at Pinkenba, and the several cargo steamers that visit the principal ports from time to time, all of which are engaged in the peaceful pursuits of commerce. Many of the mail, passenger, and cargo boats trading to Queensland are very large and magnificently appointed ocean palaces, of high speed and graceful proportions. Besides these, the interstate trade, which includes Queensland, is very fully sustained by several lines of fast steamers that daily enter and leave the numerous ports of the Commonwealth. It will thus be seen that there is continuous and lively circulation of commodities throughout the vast arterial systems of the world by which our commercial enterprises are regulated and controlled. Our inward and outward shipping trade is very important for so young a country; but, viewed in the light of the vast area and immense coast line, nearly 8,000 miles, of the State, the same cannot be said, although in 1900 some 1,429 vessels entered and left the ports, having an aggregate tonnage of 1,655,017.

The importance of our commercial life will be still further realised when it becomes more generally known that, although so young, so largely undeveloped, so comparatively unsettled, and indeed not yet wholly explored, a country, the total value of its exports for the year 1900 amounted to £9,581,562, the imports totalling £7,184,112, the latter being an increase of £1,750,841 during the preceding five years. Not a bad position for a State with extensive fertile regions quite unsettled, with rich gold fields and other large mineral possessions undeveloped, with vast territorial areas whose latent resources are practically unlimited—resources

that only require an application of the enterprising Briton's energy and developing power to render them productive and important contributing factors to the national wealth. In this connection—that is, in respect to the value of our trade—the smallness of our population must be taken into account, and it should also be borne in mind that several proclaimed gold fields whose richness is known beyond doubt are lying idle, so to speak. The Palmer Gold Field especially is known to be exceptionally rich in auriferous ores, and would afford splendid and almost unlimited scope for the employment of capital to open up the extensive reefs there.

Although it may be doubted by some if there is yet a chance to further extend the pastoral industry in Queensland, seeing that droughts are of periodic occurrence in the inland districts of Australia, still experience is teaching a very salutary and necessary lesson in a young country, and we are now beginning to see that provision must be made for exceptionally dry periods, when vegetation withers and animated nature seems at a standstill. Keeping this in view it may be very fairly and reasonably assumed that the future will see some considerable increases of the revenue derived from the pastoral resources of the State, especially when the settlers have learnt how to best conserve the copious supplies of rain water that fall on their lands in good seasons.

Although not so far advanced as some of the older States of the Commonwealth, we still have a very good railway system, extending to the far-off interior and connecting the famous Croydon Gold Field with the town of Normanton, on the shores of the Carpentarian Gulf. The lengthy journey, over 2,000 miles, from Gladstone or Charleville to Adelaide, South Australia, may now be performed in a well-appointed railway carriage within the comparatively short time of ninety-three hours, instead of as many days in the old sailing craft or slow coastal steamers, to say nothing of the weary mode of travel by the old pioneer bullock teams and less substantial mail coaches of the early days of colonisation. Truly this is a progressive age in which we live, and with like truth may it be said that we are continually improving and progressing in our industrial arts to an extent which never could have been anticipated by the most progressive types of the past generation. Fancy what would be the feelings of some of our earliest Australian navigators and explorers were they to return to life and behold our magnificent steamship and railroad service—railroads that cross the great barrier Blue Mountain Range, which long baffled the efforts of early exploration and oftentimes forced the brave, hardy travellers to give

up many a well-planned attempt to reach the vast western plains of New South Wales. In those days it would scarcely have been credited that up to 1901 Australia would own some 10,600 miles of railroads open to traffic, and several lines in course of construction. Of this mileage Queensland has 2,801 standing to her credit. It is almost impossible to over-estimate the value of these lines in opening up the country to settlement, as well as their powerful influence in contributing to our material progress. The day is not far distant when the great iron horse will traverse the entire continent from south to north, and from east to west—when, in point of fact, the whole territory will be belted and annulated by a continuous chain of steel rails—when the swift ocean steamers will land their passengers and mails at Port Darwin to continue the overland journey to Brisbane, Sydney, Melbourne, and Adelaide by rail. This is by no means a new idea, for the subject has already been brought before the public for discussion, when some years ago it was advocated by that astute Queensland statesman, the late Sir Thomas McIlwraith, and lately revived by the Commonwealth Government. Although it met with a great deal of opposition at the time, and the scheme had in consequence to be abandoned, there can be no doubt whatever that it was the one thing needed to encourage enterprise, and to secure for Australia a leading place among the first commercial countries of the world. We in Queensland would naturally have a much larger population were the railway lines more fully developed—were they extended to the extreme and remote parts of the State and of the continent as well. Our trade with the outside world would naturally increase by reason of the increased number of inhabitants and greater industrial activity, as well as the more rapid interchange of commodities. Railways, it is true, are expensive things to make, but the question of cost is a mere nothing when compared with their unlimited influence upon the material progress of a country.

The chief metropolitan centre of Queensland is very well supplied with transit facilities in the shape of a fine service of electric trams or street railways. These are constructed upon modern principles, embracing all the latest inventions and improvements. The city is adorned by some magnificent public buildings, beautified by elaborate and elegant architectural designs; the suburban areas are rendered attractive and quite homely in appearance by the comfortable residential piles of prosperous citizens that are scattered about in all directions—many of the private dwelling-houses being imposing in size and design while

the commodious grounds that surround them are usually set off by a variety of lovely plants. In point of fact everything is met with that is at all likely to contribute to the varied tastes and requirements of the residents. Park areas and open spaces are provided for the city and country towns, and in these the industrial inhabitants find ample scope and facility for recreation. Most of these public resorts are tastefully laid out and rendered inviting by the profusion of plant life that flourishes in the rich and well-cultivated soils. In spite of these life comforts the citizens have not yet learnt how to enjoy the facilities for recreative purposes with which they have been so liberally supplied.

Besides these matters to which I have so briefly alluded, our city folks are further provided with some splendid institutions devoted to the pursuits of science, literature, and arts. The Museum, the Royal Geographical Society of Australasia (Queensland branch), the Public Library and Art Gallery are very good types of the kind, where the literature and other world treasures repose. There is a National Industrial Association, and the several other departments of science are fully represented by specially constituted bodies, while the religious and ethical side of life is highly stimulated by the ministrations of a large staff of workers. Few other countries have advanced so rapidly up the intellectual ladder during such a comparatively short space of time, and the mental advancement has gone on hand in hand with the material progress. This generally satisfactory condition of our national affairs of life says a great deal for the progressive tendency of civilisation and the elevating bent of British character. It shows more clearly than anything else that, while occupied with the more material things that have contributed to our welfare, there has been nothing overlooked which would in any way tend to improve the mind. As I have already remarked, we are certainly not behind the times in educational matters. Our grammar schools are among the first of the kind in Australasia, and the splendidly appointed State schools show how deep is the concern for the mental condition of our young people. The primary schools are open to all, and by a system of scholarships provided by the State the very highest step in the educational ladder may be reached by the poorest child in the country, and this is perhaps one of the most progressive and enlightened features of colonisation. In no period of the State's progress have the advantages of a well-organised and well-regulated post and telegraph service been more highly appreciated than at present. We have the telegraph wires connecting the capital with almost every centre

of population in the country—even the far-distant and remotest places are reached and readily placed in communication with the outside world by the great cable systems that connect the northern shores of the continent with Java, and the south-eastern coast of Queensland with Vancouver. The latter is an all-British cable, recently laid down, which was ably and persistently advocated by Sir Sandford Fleming, whose eminent services, in this and other respects, to the Empire are so well known and greatly appreciated. The idea of this Pacific cable, first suggested by Sir Sandford, is one which ought to commend itself to every Briton, for it is not always satisfactory to know and feel that the telegraphic lines connecting Australia with the great outside commercial world are mostly under the control of people who at times are perhaps not too well disposed towards us. The length of the telegraph lines of Queensland, reckoned up to the year 1900, was about 10,221 miles, and the aggregate length of the wires over 19,300 miles. The utility of this communicative system of telegraph lines and submarine cables is beyond estimation, and its influence upon the public life of the country unlimited. Through the medium of the public press the citizens of the State are furnished daily with cable and telegraphic news-messages from all parts of the world, that are rendered available to everybody by means of wide and rapid circulation. Viewed from a commercial standpoint it is of the very first importance to have the latest information concerning the conditions of the great markets of the world brought home to our very doors, and for this reason alone international communication is indispensable. Rapid local communication is maintained in the city and suburbs by the telephone system, which has become one of the most useful institutions of business life.

But the material progress of the State is so clearly indicated in a thousand different ways that the real difficulty lies in pointing to some phase of life in which there has been no forward movement. We have advanced so rapidly in the industrial life of the country that one is at a loss to conceive how it could be possible with such an absurdly small and insignificant population, and it is even more difficult to give a reason for the "why" and the "wherefore" thereof.

I have already alluded to the progressive condition of the city and towns, but I ought to have mentioned that electricity has now entered so largely into the economy of nature, and more especially is it so closely associated with the affairs of life, that the presence of the electric light in the streets, public buildings, and many of

the private dwellings is scarcely noticed, so frequently is this most excellent process of illumination met with.

A great deal has been said about the heavy obligations which Queensland, in common with the other States of the Commonwealth, has incurred. But it must be remembered that from the very commencement of colonisation the development of the country has occasioned an exceedingly large outlay, much of which has been applied to public works and to immigration. The construction of the railways has involved the expenditure of large capital, but the railways are in the hands of the State, and may be expected to pay a very handsome return in the long run, especially under the present able and efficient administration. It is simply a question of time, when close settlement shall have been promoted and railways greatly extended, that such national works will be made to pay. What is wanted now is an extension of settlement, and our railway systems developed tenfold. Until these actually take place, and until the present population is greatly increased, there will be no great permanent progress in the industrial life of the country, and our rich natural resources will contribute less to our material progress than would otherwise be the case.

Our national standard ought to be inscribed with the legend, "Always Forward," and everything done in public life should bear the impress of enterprise and patriotic enthusiasm.

DISCUSSION.

The CHAIRMAN (Field-Marshal Sir HENRY W. NORMAN, G.C.B., G.C.M.G., C.I.E.), before inviting discussion, stated that a letter had been received from Mr. Oscar de Satgé, an old and respected pastoralist now settled in England, who spoke of the necessity of developing the agricultural and mineral resources of the country, and among other things alluded to the scarcity of population. As to the latter point, the only remedies, so far as the Chairman knew, were the natural growth of population and immigration, which latter did not seem to be as much encouraged as, with excellent results, was formerly the case. Mr. de Satgé also referred to the good results of artesian boring, and to the fact that a great amount of water ran to waste. "I think we must all desire," the Chairman said, "that the question of irrigation and the storage of water should be taken up seriously by the Government in order, effectively, to mitigate the frightful evils resulting from droughts such as have recently been experienced." Mr. de Satgé seemed to be satisfied with the pro-

gress agriculture was now making in many parts, especially on the Downs, and thought the mineral prospects were encouraging.

Lord LAMINGTON, G.C.M.G., thought the writer of the Paper would be known to most people in Brisbane for his energy and abilities, and for his labours to bring the outside world to a knowledge of everything that concerned Queensland. It was a tribute to his untiring energy that the Queensland branch of the Geographical Society was perhaps the foremost agency for geographical research in Australasia. The Paper gave a very interesting account of important matters pertaining to Queensland. The writer rather complained of the lack of personal initiative and the feebleness of the spirit of self-reliance. It was undoubted that Australia was largely dependent on Government enterprise, and in this respect was a striking contrast to the United States of America. He would not say which, in his opinion, was the better system. If they wanted a larger population, he believed this must follow upon increased capital going into the country, for they were bound up together, and until this fact was understood they could not expect a very speedy development of the country. What was wanted, in fact, was to give confidence to capital and to the man who wished to make his way in the world. Agreeing with the writer of the Paper, he himself was strongly of opinion that the construction of a trunk railway from some port in the Gulf of Carpentaria would do more for the development of Queensland than almost any other industrial project. He could confirm what Dr. Thomson said as to the many fine buildings that graced Brisbane, the Treasury buildings in particular being an architectural triumph. Lord Lamington added that, although this would be his last day in England for some considerable time, he had made a special point of keeping an hour free with the object of meeting on that occasion some of his old Queensland friends. It was, in fact, a special pleasure to him to be present, and he trusted that in the future he might have the good fortune of again coming in contact with them.

Mr. THOMAS MILLS asked how many artesian borings had been aided by the Government.

Mr. R. McMILLAN thought the progress made in Australia within less than a hundred years was a great tribute to the initiative and enterprise of the inhabitants. The wonderful way in which they overcame the floods of 1893, for example, was something to be proud of. He was proud of Queensland and of Australia altogether. Whatever might be said about the Governments, nothing should be said against the people, who after bank

failures and cruel droughts had done their part so nobly. Now that the rains and the good seasons had come, he trusted they would be able to say "Advance Australia!" with a vengeance.

Hon. Sir HORACE TOZER, K.C.M.G., replying first to a question put by Mr. Mills, stated that he believed a large proportion of the artesian borings had been made by private enterprise. Though he had read Dr. Thomson's Paper to the meeting, he did not officially or privately adopt everything that was contained in it. When he spoke as Agent-General he sought to give, if possible, both sides of the story—to speak in a judicial manner rather than as either plaintiff or defendant. He should therefore prefer an impartial summary to a rosy description on one side or the other. The Paper alluded to one scheme in which he himself had taken a great deal of interest—the establishment of telegraphic communication between the Colonies and the Mother Country, and in fact he took credit to himself for having had something to do with bringing into being the Pacific cable. He was glad to say that undertaking had been most successful. For a short time he had been one of the directors, and on the committee of management, and was in a position to say that instead of losing £100,000 a year, as stated by the chairman of the Eastern Extension Company in London, they were making money. They were acting on the principle—as he thought a wise one—of setting aside large reserves. If the cable should last, as they hoped, for 50 years, they should be able at the end of that time to lay down a new cable that would not cost them a single farthing. They were in fact not only paying back the principal and interest, but laying aside a large sinking fund. It was necessary at the present moment to make calls, the capital having been found for them by the English Government, but they were paying them back, and consequently had to make calls on the shareholders to the amount of £100,000 a year. This, however, was not a loss. It was also said the cable had been made at their expense for the benefit of the United States. This was utterly incorrect. At the time this matter was first taken in hand they were paying 9s. 6d. a word, and 2s. 8d. a word for press messages; now the rates were 9s. and 1s. a word. This represented to the public an enormous gain every year, at the same time that there had been brought about a great acceleration of speed. In a test arranged with the Eastern Company the other day, in connection with the cricket matches, the Pacific beat the record and won "the rubber." In the second trial they were a few minutes behind. They would be able to do better still. He assured the people of this country that the Pacific Cable Company was not losing money. It

receipts were more than its expenses. The bookkeeping system under which they drew from their shareholders at the present time was no criterion of the working expenses of the cable, but a system designed to enable them to provide for a "rainy day."

The CHAIRMAN, having to leave in order to fulfil another engagement, asked to be allowed to interpose. Dr. Thomson gave in the main a true history of what had been going on in Queensland, but he agreed with Sir Horace Tozer that the Paper was just a trifle *couleur de rose*. After the terrible drought that had prevailed we could not at present expect Queensland to be in a very flourishing condition. He himself had seen the Queenslanders under terrible circumstances—people who had lost their all helping others as far as they could to save life and property—and he should never forget how self-reliant, brave, and generous they were. He thought, however, there was just a modicum of truth in Dr. Thomson's view that they ought to rely less on the Government and more on themselves. Of course, a member of Parliament could make himself popular by doing something for his own division, and he himself had seen post-offices far beyond the needs of the particular towns where they were planted. He would like to see the localities and people put their hands into their own pockets for things they wanted.

Mr. M. C. THOMSON, who had had nearly forty years' experience in Queensland, having just returned, assured the meeting that the recent drought had been "something terrific." By this drought, or succession of droughts, the number of sheep had been reduced from 21,000,000 in 1891 to 7,000,000 or 8,000,000, and the cattle from 7,000,000 to 2,500,000. Having been all over the world, he was of opinion that Queensland was one of the richest countries on the face of the earth so far as soil and climate were concerned, but water was wanted badly, and if the Government would spend more on irrigation works and less on fine buildings, there would be a different story to tell. There was no more beautiful climate or more excellent soil, and what they should do was to impound the water that fell in sufficient quantities to make irrigation a great success. As to pastoralists, he would rather own an acre of irrigated land than a square mile of what they had now to deal with.

Mr. GEORGE HUGHES, F.C.S., explained a patent process for utilising the interior of sugar-cane as food for stock.

Mr. BARRON L. BARNETT thought the fact that Queensland had made such a jump forward in the short period since the drought indicated the great possibilities of the country. In his opinion these

droughts occurred systematically. When he looked at what had been done with a population of only 500,000—that was to say, 100,000 adult males—he was amazed. The things required were population and capital.

Sir FREDERICK YOUNG, K.C.M.G., who presided during the latter part of the proceedings, proposed that the thanks of the meeting be given to Dr. Thomson for his Paper. They all sympathised with Queensland in the great misfortune she had suffered, but they looked to the future with hope. If in the past mistakes had been made, and too much money had been spent in other directions instead of on irrigation and similar works, he was confident they might count on the energetic and intelligent population reversing this policy, and making the best of the really great natural advantages of the State.

Sir HORACE TOZER promised to convey the thanks of the meeting to the author of the Paper.

SECOND ORDINARY GENERAL MEETING.

THE SECOND Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, December 8, 1903, when a Paper on "Our Fiscal System" was read by Alfred Hillier, B.A., M.D.

Sir Neville Lubbock, K.C.M.G., a member of the Council of the Institute, presided.

The Minutes of the Last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 20 Fellows had been elected, viz., 11 Resident and 9 Non-Resident.

Resident Fellows :—

Captain Henry Alford, F.R.G.S., Joseph Coates, E. Powys Cobb, Richard W. Cooke-Taylor, F.S.S., F.R.Hist.S., Edgar M. Crookshank, J.P., W. L. Griffith, James Head, James Miller, Charles T. Orford, William C. Speeding, I.S.O., W. Emery Stark, F.R.G.S.

Non-Resident Fellows :—

Alfred R. E. Burton (Transvaal), Thomas H. Driver (Western Australia), Edward T. Gilfillan (Cape Colony), William Leyson (South Africa), George C. May (Gold Coast Colony), William R. Parker (Brazil), Siebrandt J. Van der Spuy (Cape Colony), Hans Vischer (Northern Nigeria), George Watt, M.A., M.B. (New South Wales).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN announced that among the letters of apology for non-attendance which had been received was one from the Duke of Argyll, who said : "I am all in favour of commencing experimental legislation for preferential tariffs, accepting the offers of the great Colonies, and responding to their patriotic Imperial movements. I am no new convert."

The CHAIRMAN : I have now the pleasure to introduce to you Dr. Hillier, who has been kind enough to prepare a Paper on what I think I may call the burning question of the day.

Dr. HILLIER then read his Paper on

OUR FISCAL SYSTEM.

BEFORE entering upon a consideration of our present Fiscal system it will perhaps be as well if we turn to the great, the paramount desire, which actuated both Colonial and English statesmen in bringing the question before the citizens of the British Empire.

That desire was to strengthen the ties between the Colonies and the Mother Country, to promote their union, consolidation, and strength. This aspiration found practical expression in the Conference between the Colonial Premiers and the Secretary of State for the Colonies held in London in 1902. At that Conference measures with regard to Imperial Defence were decided on, provision was made for periodical conferences, and the following Resolutions¹ bearing on the commercial relations of the Empire were passed:—

I. That this Conference recognises that the principle of preferential trade between the United Kingdom and His Majesty's Dominions beyond the seas would stimulate and facilitate mutual commercial intercourse, and would, by promoting the development of the resources and industries of the several parts, strengthen the Empire.

II. That this Conference recognises that, in the present circumstances of the Colonies, it is not practicable to adopt a general system of Free Trade as between the Mother Country and the British Dominions beyond the seas.

III. That with a view, however, to promoting the increase of trade within the Empire, it is desirable that those Colonies which have not already adopted such a policy should, as far as their circumstances permit, give substantial preferential treatment to the products and manufactures of the United Kingdom.

IV. That the Prime Ministers of the Colonies respectfully urge on His Majesty's Government the expediency of granting in the United Kingdom preferential treatment to the products and manufactures of the Colonies, either by exemption from or reduction of duties now or hereafter imposed.

V. That the Prime Ministers present at the Conference undertake to submit to their respective Governments at the earliest opportunity the principle of the resolution, and to request them to take such measures as may be necessary to give effect to it.

There is no mistaking the tenor of these Resolutions. It must be perfectly obvious to every fair-minded man that unless the British Government were prepared to treat the Colonial Conference as a farce, they could not pigeon-hole and ignore for an indefinite

¹ *Colonial Conference, 1902. Blue-book Cd., 1299.*

time the question of policy which is here raised. A policy, let us remember, which is not merely urged as desirable for the whole British Empire, but which had already been put in force by Canada, and has since been put in force by South Africa and New Zealand.

Preference for British trade within the British Empire is no longer a mere academic question for discussion in popular reviews. It is a request in moderate terms through their Premiers from the self-governing Colonies to the Mother Country.

Such a request has received from members of the present Government, as it was bound to receive from any British Government, careful consideration. The results of that consideration up to the present have been, among other things, a reconstituted British Cabinet, and an extended public controversy in which most divergent views are held and expressed by every class in the State.

Recently H.R.H. the Prince of Wales, returning from a tour to the British Colonies, advised the Mother Country to wake up. To-day, I think we may say, the Colonies through their Premiers have sounded the *reveille*, and England is awaking.

A matter, now historical, which gives point to the Colonial request for Preferential treatment, has been the action of Germany in relation to Canada. I need not refer to this now familiar incident at any length, but will briefly recapitulate the facts. Because Canada chose to accord Preferential treatment to the imports from the Mother Country, Germany penalised Canada by excluding her from the advantages of their minimum tariff extended to all other parts of the British Empire. Canada retorted by placing a surtax on German goods. Germany darkly hinted at still further reprisals which might extend to other British Colonies. Then came the avowal of certain British statesmen that our fiscal system required revision. Since that time Germany has displayed a more amiable, or, perhaps I should say, a more amenable attitude, and one which certainly suggests that a policy of negotiation in regard to international tariffs in the future is by no means an impossible or impracticable one. And by negotiation on tariff questions I do not refer to the negotiations of past years in which England has been merely the subject or victim of the arrangements, but one in which, where her interests and those of her Colonies are concerned, England shall also be a party.

A moderate protective tariff, such as has been recently advocated in authoritative quarters, would give England something to negotiate with and enable her to become a negotiator. And now let us consider this problem more directly from a standpoint which to us

members of this Institute must have an especial interest—the stand-point of the self-governing British Colonies and their relationship to the Mother Country.

We are, in the opinion of many eminent thinkers, writers, and statesmen, both in the Colonies and the Mother Country, very near the parting of the ways. Are the British Colonies loosely flung around the world to cut the painter and become independent, though small, world-States, or are they, as the States of America, of Germany, and of Italy have done, to come into closer and stronger union until with the Mother Country they form in fact as well as in name an Empire—an Empire not merely wide and powerful, but an Empire whose tradition and whose destiny shall be one of civilisation, of progress, and of benefit to mankind?

This is a problem which in one shape or another has been before this audience on many occasions in the past. It is one which I hope may be considered by it on many occasions in the future. Indeed, the Charter of Incorporation states that one of the objects of this Institute is the "preservation of a permanent union between the Mother Country and the various parts of the British Empire." And if Imperial Union is to be our goal and our eventual attainment, we shall do well to consider the views expressed by two distinguished statesmen in relation to it.

In a letter in 1891¹ to Sir John Macdonald, then Premier of Canada, Mr. Cecil Rhodes wrote : "Can we invent some tie with our Mother Country that will prevent separation ?" and at the same time in a similar letter to Sir Henry Parkes, the Premier of New South Wales, he said :—

I recognise that in the future, if we remain a part of the British Empire, which is my present hope, we must receive special consideration from the Mother Country. I do not know whether you have considered the question of preferential consideration as to our products, but I believe if we were united in our views we would obtain such a consideration.

Here is a foreshadowing, one might almost say the initiation, of a policy since adopted by the Colonial Premiers. To-day these Premiers are united, and it remains to be seen whether that tie, that preferential consideration will be obtained.

From the views of Cecil Rhodes it is interesting to turn to those of Richard Cobden, a statesman of whose lofty ideals and sanguine

¹ Letters from the Right Hon. Cecil Rhodes to Canadian and Australian Premiers in 1891, "The Times," September 1903. Communicated by Dr. Jameson.

but unfortunately fallacious prophecies we have recently heard a good deal, and to find that on this point, at least, he would seem to have held views not dissimilar to those of Mr. Rhodes. At any rate he affirms that Free Trade would produce the precisely opposite effect to that which Mr. Rhodes anticipated for preferential treatment, as the following extract from a letter to Mr. Ashworth in 1842 shows¹ :—

The Colonial system [writes Mr. Cobden], with all its dazzling appeals to the passions of the people, can never be got rid of except by the indirect process of Free Trade, which will gradually and imperceptibly loose the bands which unite our Colonies to us by a mistaken notion of self-interest.

This may not strike some of the Fellows of this Institute as a very cheery prediction, but it at least enjoys one melancholy advantage—it is one of the few true prophecies that Cobden ever made.

And I think it must be admitted as a valid argument that if Free Trade loosens the bands which unite Colonies and Mother Country, preferential treatment will, as Mr. Rhodes foretold, tend to strengthen them.

Before leaving Cobden's gloomy picture of the "Colonial system" and his desire to loose the bands which unite our Colonies to us, I should like to call your attention to this view of the Colonies. It has its apologists and believers even to-day, and there is little doubt that it is not without its influence on certain gentlemen engaged in the present fiscal controversy. Thirty years after Mr. Cobden had assured the world that Free Trade would be universal in a few years, and that our poor dazzled passions would be properly subdued by it, his distinguished biographer, Mr. John Morley, in an essay criticising Professor Seeley's "Expansion of England," wrote in precisely the same pessimistic strain with regard to the Colonial system. He disbelieved in closer union with the Colonies and in Imperial Federation, and he frankly said so. He even followed Cobden's example and indulged in prophecy on the subject. Now I have always had the greatest admiration for Mr. Morley as a writer. I have read his works with interest, and often with instruction and gratitude. But I can never forget the pain with which, when I was living in a British Colony, I read some years ago the essay written by Mr. Morley on Seeley's "Expansion of England."

There were statements in that essay which burnt into my

¹ Morley's *Life of Cobden*, vol. i. p. 230.

memory, and which I have never forgotten. A few extracts from the essay will illustrate my meaning.¹

Is there [says the writer] any reason to suppose that South Africa would contribute towards the maintenance of cruisers?

In arguing against a Federal Council, elsewhere he says:—

No; we may depend upon it that it would be a "mandat impératif" on every foreign delegate not to vote a penny for any war or preparation for war that might arise from the direct or indirect interests of any Colony but his own.

I am thankful to say I have lived to see these gloomy forebodings, which at the time caused me a feeling of such bitter resentment, falsified.

To-day the Cape and Australasian Colonies contribute to the Navy; and have not lives and money alike been freely given by Colonists in a war which has arisen in the interests of Colonies other than their own?

I need say no more on this point, but it would be folly not to recognise that there have been, and there are, statesmen of the Cobdenite school to whom the prospect of disintegration rather than consolidation of the British Empire is regarded with something more than philosophic complacency.

Where then is the tie to avert separation to be found? Mr. Rhodes and the Colonial Premiers were agreed in thinking that a practical commercial tie is what is wanted, and that it is to be found in preferential treatment for all trade within the Empire, and thus from an Imperial point of view the expediency of such a preferential system has a considerable weight of authority in support of it. But what we next have to consider is whether, Imperial sentiment apart, there are any indications in the trade of Great Britain and her Colonies which suggest that, from a purely commercial and economic point of view, such a change in our fiscal system is desirable. In other words, would such a change be a good business policy for England? What is the general tendency of British trade to-day?

The record of our export trade for the last thirty years is a conclusive answer.

Excluding the export of coal, a raw product which some competent people believe we should probably be wiser to keep than to

export, the total of British exports to European countries in the last thirty years has diminished.¹

The total of that trade in 1872 was, in round figures, 100·8 millions, in 1882 it was 78·2 millions, and in 1902 only 75·7 millions.

To the United States our export in 1872 was 40·7 millions, in 1890 32·1 millions, and in 1902 23·8 millions.

Thus, with the whole of Europe and with the United States, our export trade has diminished, and is diminishing.

And yet, in spite of this, we have made some progress with our export trade, not such progress as the great protectionist countries have made in their export trade, still, we have progressed.

But where has that progress occurred? We have seen it was neither with the United States nor Europe. Has it been with Asia, Africa, and South America?

In these markets our sales only increased from 47 millions in 1872 to 57·5 millions in 1900, and were 50·8 millions last year.

It is our Colonial trade almost entirely, rising from 60 millions in '72 to nearly 107 millions, not including coal, in 1902, which has saved the commercial position of this country. The great importance of this trade, both to-day and in the future, has recently been shown in a striking manner by the Report of the Special Commissioner sent out to inspect and report on the South African Colonies by the Board of Trade. This Report constitutes the most stimulating volume that has appeared for some time in the shape of a British Blue-book.² From this Report I will read a short extract:—

The rapidity with which South Africa has come to the front as a great market for British manufactures is almost startling. Ten years ago, in 1893, Great Britain's exports to South Africa were valued at a little under nine millions; last year they almost reached twenty-six millions. In 1893, South Africa stood sixth on the list of Great Britain's customers; last year she stood second. She had left America, Germany, France, and Australia behind, and was only beaten by India. It is no rash prediction that this year she will pass India and stand first on the list as the largest buyer in the world of the produce and manufactures of the Mother Country.

It is also interesting to point out that, whereas in 1893 South Africa took only about 4 per cent. of our total exports, last year she took 9 per cent. of our exports to the whole world, and 23·6 per cent. of our exports to British possessions.

¹ *Imperial Reciprocity*, 2nd edition, pp. 41-43; publishers, "Daily Telegraph."

² Memoranda, statistical tables and charts prepared in Board of Trade 1903 Blue-book, Cd. 1761, p. 245 *et seq.*

All my inquiries lead me to believe the present is no temporary boom, but the beginning of a period of great and sustained expansion.

The resources of South Africa constitute a huge store of raw material waiting to be taken out and exchanged for manufactured articles. And what is true of this group of Colonies is, to a large extent, true of the others. 11,000,000 British Colonists purchased in 1902 British goods at the rate of over £5 10s. a head. On the other hand, 78,000,000 Americans purchased at the rate of only 6s. a head, and 350,000,000 Europeans at the rate of 4s. 6d. a head. A study of our imports, which have rapidly increased, will also show that it is not only our foreign export trade which is suffering, but that our home market is being increasingly invaded by unrestricted free imports from the Protectionist countries.

I need say no more to demonstrate the absolute necessity to this country of maintaining and developing her Colonial trade if she is not to fall away entirely from her position of commercial supremacy.

Political economy is not an exact science, but, owing to the mass of statistics now available, it is nearer being an exact science to-day than it has ever been before, and two of the most able modern exponents of it in England—the late Professor Sidgwick¹ and Professor Ashley²—are agreed that to face the effect of foreign tariffs and the bounties of foreign syndicates we should be wise to impose tariffs of our own. If we do not, our manufactured exports to foreign countries will not merely continue indefinitely to dwindle, but our trade will be dislocated every time a foreign country brings out a new edition of its tariff list. In other words, our manufacturing industries will be blown about by every fresh wind of foreign economic doctrine while we remain supine and resignedly turn from cutlery to jam and from jam to pickles. And this all because a number of men, imbued with the antiquated teachings of a bygone school of political economy, choose to assert that capital and labour can find their way as readily as water into any new channel which may be temporarily opened up, and that the opening of these new channels is not our business, but our neighbours'.

It is practically certain that a tax on some of our manufactured imports would lead to negotiations with foreign protectionist countries and the lowering of some of the tariff barriers at present

¹ *Principles of Economy*, Sidgwick.

² *The Tariff Problem*, W. J. Ashley, Professor of Commerce in the University of Birmingham; late Professor of Economic History in Harvard University, U.S.A.; sometime Fellow and Lecturer of Lincoln College, Oxford.

existing against our export trade to those countries. But even granting this, our chief field for future commercial expansion must undoubtedly be the Colonies. The statistics on the details of Colonial trade are so extensive that it is impossible to hope to quote from all—even of the most important—in a single Paper. In general terms, however, it may be stated that in all our chief Colonies the imports from foreign manufacturing countries are steadily on the increase. Thus in South Africa,¹ rapidly becoming the most important of this country's customers, the proportion of foreign imports is estimated at from 20 to 25 per cent. of the whole; and from Australia the Attorney-General of the Federal Government reported to Mr. Chamberlain recently that "in twelve years British imports into Australia have declined £2,200,000, while foreign imports have increased £4,100,000." It almost looks as though, in Australia at least, we were threatened with the same decline in our Colonial trade as we have suffered from in our foreign export and our Home trade. To secure that the increase of Colonial trade in the future shall be British to the fullest possible extent, some scheme of Imperial Reciprocity or Preferential treatment of all trade within the Empire is, I submit, a policy clearly indicated by the facts we have been considering. What form should that Preference take?

Of course, the ideal thing would be absolute Free Trade within the Empire, but at present this is impracticable. The change would be too great and too sudden. How then is a *preferential* treatment of trade between Colonies and Mother Country to be best arranged?

So far as the Colonies are concerned a start has already been made by Canada, the Cape Colony, and New Zealand. In these Colonies the Mother Country receives preferential treatment of her exports to these Colonies as against those sent from foreign countries. That is to say, the duties paid on British imports to those Colonies will be less than the duties paid on foreign imports. It is probable that the preference already given will be still further increased when Great Britain has granted some reciprocal treatment of Colonial trade.

With regard to what Great Britain might do in the way of granting a preference to the Colonies, there are practically two alternatives. The first is what might be termed the bounty or subsidy policy. The second is a readjustment of the taxes already paid on certain imported articles of daily consumption.

With regard to the first alternative I shall not detain you long.

¹ *Special Commissioner's Report to Board of Trade on South Africa (1903).*

The most practical suggestion with regard to it I have seen emanates from so high an authority on agriculture as Sir James Blyth, and was contained in a letter to the "Times."¹ Sir James there proposed "a direct grant to the treasury of each Colony, based upon the quantity of any produce or raw material coming to us from that Colony over and above the quantity now being shipped." A similar amount to be "contributed by each Colonial Government," and the whole "disbursed by them for the extension of agriculture." To my mind there are several objections to such a policy. It would be somewhat complicated. It might reasonably create opposition among our own agriculturists, whom it would be difficult to subsidise in a similar way, and finally, inasmuch as the Colonies are themselves to be asked to contribute a similar amount with ourselves, it would scarcely amount to the preference they are looking for, and which they are already in some instances according us.

A somewhat similar policy has been urged by Mr. Lionel Phillips in the "Nineteenth Century" for September. It may, however, be pointed out in reference to both these suggestions that the extension or development of agriculture by a Government is a somewhat vague and uncertain policy. The best way to extend agriculture is to extend and develop the market for its produce, and that would be the effect of the second alternative we have now to consider.

The second alternative form of preferential treatment for the Colonies is that identified with the name of the late Secretary of State for the Colonies.

His proposals have now been laid before the country, and are doubtless familiar to all of you. I will deal with them briefly in general terms to-night, and at the outset I would say that to describe them simply as proposals to tax food does not appear to me to be either fair or in accordance with facts.

If tea, coffee, cocoa, and sugar be regarded as articles of food, then food is already considerably taxed. And as these articles figure prominently as articles of daily consumption in the typical budgets of the working classes as published by the Board of Trade,² it is certain that to-day they rank as articles of food just as much as bread or meat.

What Mr. Chamberlain has proposed is to remit a considerable

¹ Letter to "The Times," August 11th, 1903.

² *British and Foreign Trade and Industry*, Blue-book. Cd. 1761. P. 244
et seq.

portion of the taxes now raised on these articles, and to raise a corresponding amount, or if anything slightly less than a corresponding amount, by a small tax on foreign meat and dairy produce and foreign corn.

What individual in the whole United Kingdom, or at any rate what number of individuals, could by any possibility be hurt by such an alteration?

The general effect on our trade, so far as it went, would be entirely in favour of the Home and Colonial producer of our most important foodstuffs, as against the foreign producer.

It would be scientific taxation as against a somewhat antiquated and unscientific system of taxation. What possible advantage can there be in taxing an article of daily consumption like tea, the greatest proportion of which is sent to us by our own possessions in India and Ceylon, instead of raising the same amount on some article which comes principally from foreign countries? Revenue must be raised. The most ardent supporters of the so-called Free Trade school of statesmen have taxed articles of food to raise it. And why, if this necessity exists, why should we not derive the second advantage of taxation—the protective advantage—when we can get it, as it were, for nothing? Surely even those who oppose protection for protection's sake cannot object to such a policy as this. What is the one objection to a protective tax? The fact that protection may increase the cost of the article taxed to the consumer. But where the consumer already pays taxes, as he does at present, on his food supplies, surely those taxes ought to be so adjusted as to insure that the Home and the Colonial producers get all the protective advantage there is to be got from such taxation, instead of being deliberately debarred from getting it. One would almost think that the securing of business custom for our own producers was a crime, and that the producer was the consumer's natural foe, especially if he happens to be a British farmer or a Colonist.

We have heard a great deal lately of huge trusts in America and in Germany, one of whose objects is to open new markets and, if possible, obtain British and British Colonial trade. Is it not about time that we had some form of British Imperial Trust? A trust, if not for the purposes of commercial aggression, at least for the purposes of commercial defence. Is the British Empire, of all the great world-States, the only one to whose trade the custom of its own people is a matter of indifference? We have seen that our trade with foreign countries is declining, and you all know—space will not allow me to quote the figures—that the export trade of the great protectionist

countries has increased in the last twenty years more rapidly than our own export trade, even including that with the British Colonies.

I am convinced that every intelligent man who will take the trouble to study the statistics now available, and the most important of which I have endeavoured to lay before you this evening, will come to the conclusion that, from a purely commercial point of view alone, to say nothing of other considerations, a revision and careful amendment of our existing fiscal system is urgently called for.

But strong as the commercial argument is, there are considerations I have already referred to which transcend even the profits of trade.

Let us be under no misapprehension as to the issues involved. Two courses are open to us. The one, by "loosening the bands" that unite us, leads to dissolution, the other to consolidation, federation, and unity. Which are we to take? Are we to remain as we are? That can never be. We must either go forward or backward. Shall we not move on from an Island State to a real Empire? In history federation and fiscal unity have always proceeded hand in hand. And in building up the British world-State we must have a real partnership between the Mother Country and the Colonies, an Imperial Trust, an Imperial Union.

In conclusion I should like to say one word to those who view the fiscal proposals we have been discussing with distrust and disfavour. I know there are many people in this country and some even in the Colonies who still honestly believe, as Cobden believed, that Free Trade was to be the most powerful factor in bringing about international accord and mutual concessions.

We know that in the middle of the last century "the Parliament of man and the Federation of the world" were freely talked about, and Cobden, the international man as he was called on the Continent, firmly believed and predicted that Free Trade would be universal within five or ten years. But what has occurred? The very contrary has happened. Protection has become almost universal outside these Islands. Nationalism is the prevailing passion rather than internationalism. And yet, in spite of all this, need we despair of some day seeing the international ideal of wider tolerance, truer comprehension, and closer friendship among the great civilised Powers of the world more fully realised? I confess I do not despair. I think we are able more thoroughly to-day to understand the gradual process of evolution in all departments of life than was possible fifty years ago, and therefore we know that

such a development can only come gradually. It is no use trying to skip a stage in evolution. Apparently civilised nations have passed, to some extent at least, from the continuous clash of arms to the war of tariffs—that war which Cecil Rhodes long ago predicted would be the war of the future.

If that be so, does not the very fact of this country standing out tend rather to prolong than to curtail the strife? Our trade is one of the prizes in the struggle. When it is protected, placed on the same footing as all other trade, we shall be in a better position to come to terms, and to international agreement with regard to it, than we are ever likely to do in our present system. And so in the end we may reach, if not universal Free Trade, at least a freer trade than the world has yet seen.

But meanwhile, let the future hide what it may, one thing is certain, we cannot afford to await for ever the conversion of the foreign protectionists by the mere force, or from a commercial point of view, one is compelled to say, in view of our trade statistics, the mere weakness, of our example.

And we must reconcile ourselves to the conclusion arrived at by Kipling when he says we are

“Neither children nor Gods, but men in a world of men!”

(Some diagrams were thrown on the screen in illustration of the figures quoted.)

DISCUSSION.

The CHAIRMAN (Sir Nevile Lubbock, K.C.M.G.): I think you will agree we have heard a most able, most interesting, and most temperate Paper. The subject is one in which I have taken a great interest for fully twenty years past. It is almost forgotten that twenty years ago so serious was the depression of industry in this country that the Government of the day appointed a Royal Commission to investigate the causes of that depression and see whether they could make recommendations to alleviate it. I was one of the members which sat on that body in 1885–86. There were, as there usually are, a majority and a minority report. The majority report came to the conclusion that everything was all right, but the minority came to a very different conclusion, and that minority consisted first of all of Mr. Ecroyd, who drew up an exceedingly able report, Lord Dunraven, Sir Philip Muntz, and myself. Shortly, what we found was that there had been an enormous diminution in the number of people employed in agriculture, and we were unable

to find there had been any increased employment in the textile industries. We unfortunately had not the means of ascertaining the number of people employed in mining. It was, we thought, a curious feature that there should be a diminution of something like two millions in agriculture, while we were unable to find any increase in the employment in the large textile industries. Furthermore, we made certain recommendations which substantially were the recommendations which Mr. Chamberlain is now making to the country. It was stated the other day by Lord Rosebery that nobody ever heard of the depression until Mr. Chamberlain suddenly sprung his statement on the country, but from what I have said you will see that this is not quite such a new thing as Lord Rosebery wanted to make out. Mr. Balfour has complained that in the discussion of this subject the economic consideration, by which I understand the question of Free Trade, is left very much on one side. We hear a great deal about Free Trade, and Mr. Haldane the other day told us that if we did not believe in Free Trade we were madmen. But there is one thing about Free Trade that nobody tells us, and that is what Free Trade means. For my part I claim to be a Free Trader, but I doubt whether I agree with Mr. Haldane in what I mean by it. You will notice that those opposed to Mr. Chamberlain are exceedingly careful to refrain from any definition. I will tell you what I mean and what I believe Mr. Chamberlain would mean by it. It is the absence of artificial interference with natural conditions. Now I will ask you if the state of things which we have before us at the present moment—such as cartels, trusts, foreign subsidies, foreign subsidised railway rates—are not artificial interferences with natural conditions? If so can any Free Trader tell us we have anything like Free Trade at the present moment? The Duke of Devonshire made a speech the other night at Queen's Hall, and I wish, as I am sure we all should, to speak with the greatest respect of anything which comes from the Duke of Devonshire, whose great and lengthened service to his country entitles everything he says to the greatest consideration. But I was amazed at a remark made in that speech. He said the controversy now going on is identical, or nearly identical, with that of 1846, and that the arguments which were used in the great cause Free Trade *v.* Protection are precisely the arguments which were used then. Now apart from railways, telegraphs, steamers, telephones, which I do not mean to say have necessarily altered the conditions between one country and another, we have had since 1846 the Factory Acts, Trades Unions, subsidised railway rates,

foreign steamer subsidies, bounties, and worst, and most important of all, foreign cartels and trusts, and I should like to ask whether the Duke of Devonshire means that these factors have no bearing whatever upon the conditions of international competition. We know, on the contrary, that they have the strongest possible bearing on our industries. Again, the Duke says that the arguments in favour of Protection are the same as were used then. I venture to say the exact converse would be nearer the truth. In 1844-5 what we were aiming at was as far as possible to restore natural conditions. What Mr. Chamberlain is aiming at is to put duties on foreign commodities in receipt of artificial advantages that destroy natural competition; and in that way he is endeavouring to restore the natural condition of things. I maintain therefore that the arguments of those who say that the artificial advantages of the foreigner ought to be neutralised are arguments distinctly in favour of Free Trade. I say further that if we consult any of the great authorities upon Free Trade in the early part of last century—Adam Smith, James Mill, John Stuart Mill, Ricardo, and McCulloch—you will find nothing contrary to the policy of putting duties on to countervail or neutralise artificial advantages which the foreigner may accord to himself. From that point of view I think I may fairly claim in supporting Mr. Chamberlain, as I do most heartily, that I am a Free Trader. Only one other word. Dr. Hillier has dealt more especially with the Colonial portion of Mr. Chamberlain's policy. I agree with everything he said in his Paper, and although one must say at present that this Colonial question is rather a political than an economical one, yet I believe it will result in being an economic question of the highest importance. I agree that the effect of having a preferential arrangement with our Colonies will lead to much freer trade than we have now, and speaking generally of Mr. Chamberlain's programme both as regards our own policy towards foreign countries and towards the Colonies, I believe it will lead to the nearest approach to Free Trade that we can ever hope to attain.

Earl CARRINGTON, G.C.M.G.: I agree with Dr. Hillier that what everybody desires is to strengthen the ties between the Colonies and the Mother Country, but I think we had better speak straight out. The great question is, Are you going to promote the union, consolidation, and strength of this great Empire by taxing the food of the 41,000,000 people in this country? That is the crux of the whole question. Permit me to quote what Dr. Hillier says: "What Mr. Chamberlain has proposed," he says, "is

to remit a considerable proportion of the taxes now raised on these articles," meaning tea, coffee, cocoa, and sugar. Here let me remind you by the way that certain of these taxes were put on in order to pay for the cost of the war. He goes on to say, "Mr. Chamberlain proposes to raise a corresponding amount, or if anything slightly less than the corresponding amount, by a small tax on foreign meat, dairy produce, and foreign corn. What individual in the United Kingdom," he asks, "or what number of individuals could be hurt by such a process?" Well, if the effect of the process is what is described in the Paper, I agree, but how can you say so? I happen to be President of a large business that is carried on over the way—the National Liberal Club. I am glad to see so many ladies present, because this question of the taxation of food is perhaps even more a woman's question than a man's. Now the National Liberal Club is a huge hotel with 5,800 members, about 180 bedrooms, and has a turnover of something like £60,000 a year. I asked the Manager to report what would be the financial result on the ten months' working of 1903 supposing Mr. Chamberlain's proposal were the law. He finds that we should save £95 on the £598 which we spend on tea, sugar, coffee, and cocoa, but that we should have to pay £409 more on the £8,700 which we spend on meat, bread, and dairy produce. So that the net extra cost for the ten months would be some £314—about 8½ per cent. increase on the food. You may reply that that applies to catering for a well-to-do class of people. And you have just shown that the working man on his budget might lose 9d., but that he would gain 10d. That seems very satisfactory, but the Parliamentary Committee of the Co-operative Societies have just issued a manifesto which tells a rather different story. They say that the co-operative movement distributes about £6,000,000 worth of flour and other articles affected by the Corn Tax, and that Mr. Chamberlain's plan will add to the cost to the purchaser at least £500,000. These societies distribute about £7,500,000 of dairy produce. The tax proposed would involve the members paying £300,000 a year more under that head, while the extra payments on meat would be at least £200,000 a year. That is to say, the increase to the Co-operative Societies which cater so largely for the working classes would be about a million a year. Suppose, for the sake of argument, that the working men have as much tea, cocoa, and sugar as the well-to-do people to whom I have alluded, there would be a saving on these articles of about a quarter of a million, but there would be a deficit on the year's working of these Co-operative Societies of three-quarters

of a million. Thus the Government would have to refund three-quarters of a million sterling every year in order to prevent a large "number of individuals being hurt," to use Dr. Hillier's words, by Mr. Chamberlain's proposed alteration. What I say is, cement the Empire certainly. It is the dream of every Englishman who has ever seen or knows the Colonies, but I say we ought to think not once but twice or thrice before we pledge ourselves to any plan which will tax the food of the 41,000,000 people in this country.

Mr. BENJAMIN KIDD : I have peculiar pleasure in being present to-night, for, as some of you will remember, I had the privilege recently of reading a Paper on the same subject in this room, and before Mr. Chamberlain's proposals were put before the world. In that Paper I, with your marked approval I remember, to some extent foreshadowed those proposals, and insisted that the time had come when, in order to hold our position in the world, the Empire would have to be federated on an economic basis. That was some nine months ago. I am glad to remember that I had Dr. Hillier's support then, and it is a great pleasure to find him putting his views more fully in the most interesting Paper we have heard this evening. Our education has rapidly advanced of late. I will ask Lord Carrington a simple question. Is it, does he think, beyond the power of financial ingenuity to so rearrange taxation that the working man should not suffer by the very moderate proposal Mr. Chamberlain has made ? For my own part, the more I reflect on the large proportion of taxation which is paid by the working man, and the more I read and study the criticisms of Mr. Chamberlain's proposal, the more I am struck with what seems to me to be the misdirected effort of attempting to prove that the working classes must necessarily suffer in a readjustment of taxation. I will ask you to look at this question in one of its larger aspects. Here we are—a small insular country, which could be stowed away in one of the States of the American Union. But see what an enormous Empire we possess, embracing every variety of climate and production. And yet we elect to take our stand in the face of a Protectionist world on a theory of trade which gives us no advantage whatever of that Empire. We might just as well be without it. Our Free Trade theory would run exactly as it does now ; it could be supported by exactly the same facts and arguments if we had no Colonial Empire whatever. Do you think that is a reasonable position or even a business position at this epoch, and when the whole world is slowly becoming Protectionist ? The businesses of the

world in future, the winning businesses and the winning countries, will be those which are organised. We talk about the competition of Germany and the United States. It is part of our argument of course to say that is because of Protection, and of another argument to say that it is in spite of Protection. But I think there is a much larger reason why Germany and the United States are successful. Imagine the country Germany is. Look at the German trader going into the markets of the world. He has at every point a huge organisation behind his back. From his education in the school-room to his position in the international cartel, the State comes to his assistance with organisation. How can we, with our scrambling free competition, hope in the end to compete successfully in the markets of the world with production under more organised conditions? The whole question is one of organisation. And we must organise in all directions; we must endeavour, not simply to produce the most effect at a given point—we must organise against standards in life, in living, in production, and in labour, which are lower than ours, and which therefore tell unfairly against us if we consent to a rivalry on their conditions. We must do as a nation what capital or what labour has been doing as a class. A great deal has been talked in this controversy about "Dumping." What is dumping? Is it not the same thing in the international production of capital that "blacklegging" is in the home production of labour? It is the selling of goods at a price that bears no true relation to the cost of production. It is, in other words, production which has not conformed to the standard of the living wage. And we must not consent to fight it on its own terms.

MR. J. SAXON MILLS: It is interesting to note that we are not all of one mind in this room. Lord Carrington has told us how the National Liberal Club would suffer from the new fiscal policy, but I have never heard that the interests of the National Liberal Club and those of the British Empire are exactly identical. From the party point of view I have not the slightest idea where some of us are. I was a Liberal Imperialist, but I feel myself rather in the position of the Irishman who complained that the whole regiment was out of step. The position of my own Liberal Imperialist friends seems to be this. They are theoretically in favour of consolidating the Empire, but they are opposed heart and soul to the only policy which is in the field, a policy supported by almost the entire sentiment of Greater Britain, and probably by at least half the population of this country. Some of my friends say, "If the

proposal was for Free Trade within the Empire we might support it." We must, however, go step by step, and our great object at present is to introduce the system of reciprocity. That, I believe, will lead in time to a complete Zollverein, and would almost carry with it the necessity of some Imperial Council to administer common trade interests and to arrange for their common defence. We should thus be taking a long step towards that Imperial Federation to which so many of us are looking forward. The period of Free Trade, from one point of view, has been an interruption to our Imperial development. If there had been any Imperial sentiment abroad in 1846 we might indeed have opened our ports as far as was possible, but we should have kept what was best in the old system, namely the principle of trade preference within the Empire. My opinion is that we are standing at the parting of the ways, one of which leads to Imperial Federation, the other ever further away from it.

Mr. ROGER C. RICHARDS : I wish to emphasise a remark made by Lord Carrington that we are all strongly imbued with the desire not only for the welfare of England, but for the unity of the Empire, and if one differs from many things that have been said this evening, one does so in the belief that one's views will tend more towards that result than some of those which have been advocated. I think we have some right to complain that Dr. Hillier should have placed before us certain figures without explaining the whole import to us, because Dr. Hillier will find, on turning to the recent Blue-book, that there is a special note warning us that the figures for the year 1872 were of an exceptional character, and should not be used for the purpose of comparison. If you take the figures for 1873 or so onwards at the same values, you will find that instead of only a slight increase, there has been a very material increase. The total exports of British produce at the prices of 1873 are as follows :

	Million £.		Million £.	
1873	255		1893	329
1883	295		1902	418

I admit that there has been a greater growth of trade with the Colonies than with some other countries, and also that some foreign countries have relatively made greater progress; but you must consider the growth of population in those countries and their circumstances. Modern Germany was not born till 1870, and in America the population has been increasing at an enormous rate. Our trade must of necessity increase in a greater ratio with the

Colonies, because they are young countries, and have not yet set up extensive manufacturing industries. Of course, this is no new proposal. The Chairman referred to Mr. Farrer Ecroyd and the Commission of 1883. He (the speaker) was in Manchester at that time, and Lancashire people smiled at Mr. Farrer Ecroyd's complaints. For what did they see? They saw Mr. Farrer Ecroyd with first 200 to 300 looms, then 500 looms, and so on with 1,500, 2,000, and ultimately, he believed, with 8,000 looms, making a fortune in the Bradford trade which was being ruined; and he rejoiced to think that Mr. Farrer Ecroyd was still alive and enjoying the fortune made in this ruined industry. The Chairman asked for a definition of Free Trade, and I will give him one. It is that all taxation shall be for revenue purposes only, and shall not operate as a protection for native industries. I repudiate as a slander the statement that our Colonies are going to part from us. They are, I believe, bound to us by the ties of race, creed, and custom, and I am one of those who believe that in these respects America is also bound to us equally with our Colonies. At the close of his address Dr. Hillier showed a diagram which, to my mind, was a most convincing argument against his proposal. It showed that we were drawing at least one-half of our food supply from America, and yet you actually propose that we should forthwith place that supply under a great disability. It is said, I know, that the proposed duty is a very small one; but you overlook the fact that the moment you place a tax on foreign goods, you to that extent raise the cost on the whole area of consumption. Again, by narrowing the area of production of corn, which you would do by placing a disability on one portion of the supply, you place yourselves to a much greater extent at the mercy of Trusts, and with foreign countries eliminated, the process of forming trusts for corn, as has often been done for cotton, would be made very much easier. That might happen and would happen in time of peace; but a much more serious state of things would be brought about in the time of war. If we were at war with a foreign country and solely dependent upon wheat brought in ships from our Colonies, they would be subject to the attacks of every foreign cruiser, whereas wheat, not being contraband of war, would not be subject to capture by hostile ships if coming from foreign countries in foreign vessels.

Mr. W. LUCAS : I have the honour to stand up as a Liberal who is in favour of encouraging reciprocal trade relations with the Colonies, and who at the same time believes in encouraging the attempt to secure some equality of trade conditions with foreign

countries. I think Mr. Chamberlain might very well admit that the cost of food would be slightly increased under his scheme. But I agree with Mr. Kidd that that is a matter which might easily be adjusted. It should be remembered that an Empire like ours is a great human fabric, and if, in discussing these matters, people would regard our Colonists with a little more faith and put a little hope into their views of the future of the Empire, I believe they would do quite as much towards solving the problem as is to be done by merely consulting tables in arithmetic or the x and y of algebra.

Mr. J. G. FRASER (Orange River Colony) : I have to thank the Council of this Institute for the privilege of being able to listen to the well-reasoned and able Paper which has been read by Dr. Hillier. It would be invidious, not to say presumptuous, on the part of a resident in one of the youngest of the Colonies to give an opinion on the fiscal question at present agitating this country, but I may say I have followed very closely the negotiations which have led up to the present position—first the Conference at Ottawa, afterwards the Conferences in London, and I was a member of the late Customs Conference at Bloemfontein, when the proposal was made and carried giving the United Kingdom a preference without any stipulation for reciprocity. We recognised at that Conference the difficulty stated in the resolutions of the London Conference of Premiers, and were prepared to abide by the ameliorations which the effluxion of time would bring about. I have followed with a special interest what has taken place in the United Kingdom on this question, because the late Colonial Secretary (I mean the Colonial Secretary *par excellence*) has, as it appeared to me, made the study of Colonial questions a specialty, and has brought before the public the imperative necessity of recognising the position of the Colonies and establishing a bond of union between them and your own country. It appeared to me, though I am more or less of an outsider, that the question does not admit of much argument, and that the weight of evidence is all on Mr. Chamberlain's side. Lord Carrington says he wishes to cement the union as much as anyone, but how ? Mr. Richards tells us we are bound together by ties of race, creed, and custom, but I say there is no tie which will have a lasting effect, or form a basis for lasting union, except one which unites our material interests. Take the case of a family—father, mother, brothers, and sisters. They separate and go one into one country and others into another. How much sentiment is there to bind together the descendants of the third generation ? They

hardly know where the others live, except in any case some material, common interest, by way of legacy or otherwise, has been left by the parent stock. And where, I ask, will your Empire stand a hundred years hence unless there is some common bond with the United Kingdom itself and the Colonies, which are going to become just as important in a commercial way as almost any part of the United Kingdom itself? Look at the line of history. What bound together the German Empire, an Empire of disjunct members, each with protective tariffs? Suppose your Colonies have hostile tariffs against you, what is going to become of your Colonial trade? That is a thing you must reckon with. It appears to us as Colonists that the only way in which you can consolidate the Empire is to bind the several parts together in one common bond of material interests.

Mr. R. S. ASHTON: Continuing this discussion I would first of all take exception to the remarks of the last speaker, who spoke as though the Colonies had no hostile tariffs against this country at the present moment, whereas as a matter of fact we know that Canada and Australia have built up manufacturing systems on this very principle of hostile tariffs, and I see no probability that they will give them up. Mr. Chamberlain has suggested that the Colonies should not extend their present manufacturing industries. (No.) Yes, though in his revised speeches I am aware that he has omitted that suggestion. Dr. Hillier has referred to the action taken by Germany on account of our preferential tariff. That is a fear which many of us have. It is exactly the difficulty we shall experience in case we begin a system of retaliatory tariffs. With regard to Mr. Cobden, objection has been taken in the lecture to his references to what is called the Colonial system, but I would remind you that the Colonial system against which Cobden protested was very different from the system which obtains at present. His objections were that the Colonies were ruled from Downing Street, and on that subject I would remind you that Cobden said that he wanted to retain the Colonies not by the sword but by their affections. As to the idea of a Federal Council of the Empire, I suppose that in case the Colonies share in the responsibility they will also be ready to share in the expenditure. That is a point on which I should like information, because, as we know, the respective shares of the burden at present are very unequal, the proportion of the United Kingdom being £8 8s. 9d. per family of five persons, of Australasia £1 12s. 6d., and of Canada only 7s. 6d., towards the cost, 69,000,000*l.*, of the Army and Navy. In regard to

the growth of trade with the Colonies; I think the lecturer might very well have told us that a certain increase of the trade with South Africa is due to the necessity of repairing the ravages of war. If, as we are told, Colonial trade is increasing under the present system, why not be content? I would remind you that last year, when the Colonial Premiers were in England, Mr. Chamberlain expressed himself dissatisfied with the result of the preferential treatment given by Canada. Since 1897 the proportion of British exports has fallen from 28 per cent. to 23 per cent. Mr. Reid, the leader of the Federal Opposition in Australia, has also shown that the result of this preference has not been very successful. As an old Free Trader, one who fought against the Corn Laws sixty years ago, and one of the few surviving subscribers towards the Anti-Corn-Law League, I would only remind you of the condition of the working classes at that period, and of the fact that under the present system this country has grown in riches and prosperity to an enormous extent.

Mr. F. H. MEDHURST: It seems to me singularly strange that the statement quoted by Lord Carrington should give the actual calculated increase that the co-operators imagine would be their share in case these taxes were imposed, but should not give any calculation as to the reduction, though a calculation was made by Lord Carrington himself on the basis of the National Liberal Club's accounts. This seems to me to reflect on the *bona fides* of those who issued this strange manifesto. It seems to me to indicate that the majority of the gentlemen—as we know to be the fact—agree with Lord Carrington in his political faith. The fact is that a great deal of the opposition to Mr. Chamberlain comes from persons whose prejudice against his very name is so great that they will not listen to any reasoned arguments in support of his contention that this preferential treatment is necessary for the welfare of the Empire. When Lord Carrington told us he is as much in favour of the consolidation of the Empire as is Mr. Chamberlain, I thought we were going to have some concrete scheme. What I ask is, do you believe the colonists know their business? Do you believe Lord Carrington knows better what is good for the Colonies than the colonists know themselves? It seems to me, in order that we may try to square the professions of these gentlemen with their performances, it would not be amiss that somebody should challenge the National Liberal Club to persuade the great Colonial statesmen to come over to this country and preach the doctrine which these gentlemen tell you would be good for the Colonies. You can find no

great Colonial statesman who agrees with the President of the National Liberal Club. One of the speakers remarked that Germany was born in 1870. For an infant, Germany came well out of the Franco-German war. The fact is, as we know, German trade was born not then, but when Bismarck persuaded Germany that Protection was necessary for German interests. I wonder whether Lord Carrington has read the arguments Bismarck used when he persuaded Germany that Protection was necessary. He said Germany should no longer be the dumping-ground for British manufacturers. It might be necessary to pay a little more for bread, but what did that matter if it was necessary to secure regular employment? What Bismarck said was, "I admit you may have to pay something more, but what does that matter if we can become a commercial and economic entity, and support ourselves?"

Mr. ASHTON : The Germans are worse off both in wages and food.

Mr. MEDHURST : If Mr. Ashton wants information, he shall have it. I say the increase of wages in Germany during the last thirty years has been greater in proportion than the increase in this country. It is true the German wages do not equal ours, but what you have got to do is to compare the wages in Germany thirty years ago and the wages to-day with those of England thirty years ago and to-day, and you will find that, owing to the Protective policy Bismarck persuaded the Germans to adopt, the German workman has prospered more in proportion than the workman in this country.

Mr. F. BARLOW CUMBERLAND : As a member of the Board of Trade of Toronto I may be able to give you a chapter from our experience which would be of interest to you. We in Canada have had experience of both fiscal systems. Under the Reciprocity Treaty of 1858 we had a practical free interchange of certain main articles of commerce between Canada and the United States. This was suddenly abrogated by the United States in 1866, who then raised a high tariff against our productions while ours remained practically the same. Prior to 1878 Canada was thus made a dumping-ground, or what we call a slaughter market, and in order to prevent the introduction of these goods and preserve the labour of our own people we instituted a tariff for their protection. We were met, as you are met to-day, by antiquated economic theories, but I venture to say that at the present time there is hardly a man in Canada who would propose to go back to the old state of things. For example, take the item of pork, which is extensively consumed by our lumber men. A protective duty was put on pork, which

came mainly from the United States. At first it is true there was an increase of price and some complaining by the consumer, but what was the ultimate result? Not only were we able to encourage our farmers to grow hogs and our manufacturers to make pork sufficient for the supply of our own market, but they were enabled to supply much wider markets beyond the seas. One other point. It would appear from the diagram thrown on the screen that the larger proportion of the corn imported into England was grown in the United States, but that is somewhat misleading, and the explanation is to be found in the system adopted by your Board of Trade, which looks not at the country of origin of the goods, but of the place from which the ship sails. As a matter of fact a good portion of the grain which came to you through ships sailing from the United States, and which is credited to them, came from Canada. I have seen it recorded that 21 per cent. of the grain exported to New York in 1902 was from Canada and 40 per cent. of that which was exported from Boston. A small duty on corn would be paid by the producer, and would not raise the price to the consumer, but would transfer the growth to British acres in British Colonies.

Replying to a vote of thanks proposed by the Chairman, Dr. HILLIER said : I am very grateful to the gentlemen who have taken part in the discussion for the manner in which they have dealt with my Paper. My endeavour has been to treat the subject in a fair spirit. We are all glad to see Lord Carrington present, because this is a problem not only for citizens of this country, but for all with experience in the Colonies. In spite of a certain amount of adverse criticism of what I have said, I think I may claim that I have very little to meet in the shape of an alternative constructive policy. The attitude taken up has been rather a criticism of details, and there has been no real challenge of the main facts and arguments I have laid before you. I think the statement produced by Lord Carrington concerning the effect of these proposals on the budget of the National Liberal Club is considerably more open to criticism than those estimates of their effects to which he took exception, based on the workmen's budgets furnished in the Board of Trade report. From Lord Carrington's statement I should say that the members of the National Liberal Club do not consume their fair proportion of tea. I do not suggest at this hour what the alternative beverage may be, but I am sure we must all admit that you cannot substitute a budget of this sort for the typical budgets which have been published by the Board of Trade, and on an analysis of

which the statement I laid before you is based. Granting, for the sake of argument, some increase of the cost of living is thrown on the working man, that increase is at the most a small one, and as against that increase we cannot overlook the fact that the working man as much as any other member of the community is interested in the general prosperity and trade of the country. His capital is his labour, and without employment what is the use of his labour to him? Mr. Kidd pleaded very fairly, I think, that a readjustment of the taxes on articles of daily consumption would be a perfectly feasible matter. It is said that taxes must be levied purely for revenue purposes. I hold that to be an obsolete fallacy—the outcome of unscientific political economy, as opposed to modern scientific political economy. It does not even represent what obtains under our present system. Whatever the intention may be, tariffs must obviously favour some industry or other, whether you intend it or not, and the time has come when we should endeavour to see we get that advantage instead of the foreigner. It is true I quoted the year 1872, that being the beginning of the period of thirty years from the present time; but then I also quoted 1882, which is not open to the same objection, and as you saw on the chart, the decline has been not only since 1872, but since 1882. With regard to the United States, at any rate, trade has dropped from £92,000,000 in 1890 to £23,000,000 in 1902. The tendency of our export trade is perfectly clear, and my contention has not really been challenged by anyone. It is said the effect of the new policy would be to narrow the area producing corn. I think on the contrary the effect would be to widen it. I am particularly pleased to see present Mr. Fraser, a well-known resident of the Orange River Colony, and one who in the old days was a distinguished public servant. I think there is no doubt that, had his counsel been followed in South Africa by his Dutch friends, the war might have been avoided. We are glad to know that the Customs Conference in South Africa, in which he took part, supported the scheme of preferential tariff, and in relation to that I would just like to mention one concrete fact. Recently a contract with a German firm for supplying a certain product in South Africa came up for consideration by a South African mining board. This board had been supplied by the German firm before, but prior to renewing the contract they pointed out that under the new tariff this same product could be obtained at a cheaper rate from this country ($2\frac{1}{2}$ per cent. cheaper), whereupon the German firm promptly lowered the price the necessary $2\frac{1}{2}$ per cent. The moral, I think, is obvious. I

do not say the foreign producer is going to pay all the taxes. All that Mr. Chamberlain and others say is that they will pay a certain proportion, and the instance I have given is, I think, a fair illustration. When Mr. Ashton says he sees no sign of abatement of tariffs in our favour on the part of the Colonies I think he forgets the action already taken in several of these Colonies. If the Colonial trade is increasing, why, he asks, should we not be content? The reply is that while the general volume of our trade with the Colonies has materially increased, and so saved the situation, there are nevertheless signs already in Australia that our trade is not improving, and has in fact already begun to undergo that change which has occurred in our foreign export trade and our home markets.

On the motion of Dr. HILLIER a vote of thanks was given to the Chairman for presiding.

AFTERNOON MEETING.

AN afternoon meeting was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, December 15, 1908, when Mr. W. L. Allardyce, C.M.G., gave an illustrated lecture on "The Fijians and their Fire-walking." Admiral Sir N. Bowden-Smith, K.C.B., presided.

The CHAIRMAN reminded the meeting that the Fiji Islands were no longer an isolated group in the South Pacific, the cable having placed them in touch with the rest of the Empire. He drew attention to the beautiful harbour of Suva. The American steamers trading with Sydney formerly called at Apia in the Samoan Islands, but that was a poor port, formed by coral reefs and quite unsafe when the wind blew from the sea, and he thought our Government exercised a wise discretion when they concentrated their attention on Fiji. Having plenty of sun and rain and a luxuriant tropical vegetation, Fiji reminded him of Ceylon, and if anyone making a long sea voyage were to make a call at Fiji and spend the time there between the mails, he certainly would not regret it.

Mr. ALLARDYCE then delivered his lecture on

THE FIJIANS AND THEIR FIRE-WALKING.

THE Author explained that the object of his Paper was to supply some information with regard to the Fijians, their probable origin, as also some of their ancient customs, including the fire-walking, or ceremony of the Vilavilairevo = glowing oven—*i.e.* walking over red-hot stones. A map of the Colony, reproduced from an Admiralty chart, was then placed upon the screen, in order that the situation of the many islands at this outpost of the Empire might be more easily understood. It was pointed out incidentally that the island of Viti Levu alone contained over 4,000 square miles or an area somewhat greater than the half of Wales, and that it was the largest island, with the single exception of Hawaii, in that wide expanse of ocean lying between the New Hebrides and the great continents of North and South America—a distance of between 5,000 and 6,000 miles.

The Fijian unfortunately was unable to render much assistance in unravelling the mystery as to the land from whence he came

and when. The old native songs appeared to be almost silent on the subject; but one of the traditions, though not very explicit, ran somewhat as follows:—

A very long time ago there were three chiefly brothers—Lutunasobasoba, Degei, and Waicalavuua—who came to Vuda in a canoe called the ‘Kaunitoni’ from a far-away land across the seas to the westward. That, after living for a certain time at Vuda, they withdrew to the Nakauvadra range of mountains, some thirty miles distant, where Lutunasobasoba died. Before doing so he gathered his people about him and told them to go out to the different parts of Fiji and settle.

To-day the Rewa man, on meeting the Verata man, salutes him as follows: “ You of my foundation ”; the other replies thereto, “ You of my foundation.”

There were, however, certain facts which supported the tradition, and they were briefly as follows: (a) There is a place on the north-west coast of Viti Levu called Vuda, which means “ our origin ”—Vu = origin, Da = our; (b) the religion of the Fijians was that of ancestral worship, and they deified their ancestors; (c) the Fijians were firmly convinced that the spirits of the departed leapt into the sea, and thus proceeded to Bulu, the World of Shades, the home of their forefathers; (d) there is, on many of the islands, a ledge of rock called “ Naicobocobo ” (pronounced Naithombothombo), which is the jumping-off place of the spirits of the deceased, and faces the land of their supposed origin; (e) there is a spirit-path in many of the islands, along which the spirits of the departed had to proceed through various difficulties in order to reach the jumping-off rock; (f) on Viti Levu the spirits of the deceased had to travel along the spirit-path to the Nakauvadra, the Sacred Mountain, which is situated at the back of Vuda, before leaping into the ocean; (g) that strong westerly winds prevail at certain times of the year. From the above it was inferred that the people who came originally to Viti Levu came from the westward, and that their descendants spread over a number of the other islands. They all possessed many of the traits of the Melanesian. In the eastern portion of the Colony a different type of people were to be found; they were lighter in colour, and had both finer features and straighter hair. The proximity of these islands to the Tongan and Samoan archipelagoes seemed to account for this influx of the Polynesian element.

The island of Bau, the native capital of Fiji, was then shown; also a picture of the late King Thakombau and some of his descen-

dants. Bauan history, as known, dates back to Banuve, the grandfather of Thakombau, who was in power about 1780. He was succeeded in due course by his two sons, Naulivou and Tanoa, who died in 1829 and 1852 respectively. Fijians past and present, in warlike and other costumes and different fashions in hair-dressing, were then exhibited, also various types of houses and villages, and reference made to the curious old custom of boasting before a fight. The peculiar position of the Matanivanua = eye of the land, a sort of buffer between the chiefs and the people, was explained, and specimens of whales' teeth (without which little could be accomplished formerly), stone axes, mats, etc., were shown. This was followed by a picture of the presentation of a whale's tooth, and the different forms of apology or atonement, known as "soro," were described. One of these consisted in covering the body and arms with ashes, and begging that the life of the offender might be spared.

Owing to the inter-insular nature of the Colony, large sea-going canoes were formerly of very great value and importance. The stone axes made but slow work, and not infrequently the building of a single canoe occupied a period of two or three years. The trees, when first felled, were hauled out of the bush over human bodies, while further sacrifices had to be made before the canoe was finally launched. The process of native cloth-making was then described. The bark of the mulberry is beaten out into narrow strips; these are gummed together with native arrowroot and the cloth dyed with black, brown, or deep red patterns. Native burial customs were next touched upon. In former days it was impossible for the chief to proceed to the world of spirits unattended, and his wives had to be strangled in order to accompany him.

This was succeeded by the legend of the fire-walking. This ceremony is performed by a certain tribe at the island of Beqa, which lies about eighteen miles to the west of Suva, and the legend is as follows :—

In the village of Navakaisese in the Sawau district of Beqa (pronounced Benggar), in the old heathen days, the men used to collect of an evening in the large Bure (men's house) for the purpose of listening to one Dredre, who was a renowned story-teller. The practice of story-telling was quite common in those days, and those who were thus able to entertain their friends received suitable rewards. The villagers of Navakaisese took it in turn to supply food to Dredre for thus entertaining them.

On one occasion one Tui Qalita was informed that it was his turn on the following day to supply the "nabu" (reward) to be given to the story-teller. He at once said that nothing would give him greater

pleasure, and that he would go to a hole which he knew of amongst the rocks on the hillside near a spring and bring from thence a very large eel. In the morning early Tui Qalita went to this hole and put his arm into it. Finding he could not reach the bottom, he began to dig out the hole. In this way he worked for a very long time, gradually getting deeper and deeper down. He finally touched something and drew it out. It proved to be some *Hybiscus* leaves. He then dug away again and put his arm in again, and this time drew out some torn pieces of native cloth. Satisfied that he had struck something very unusual, he repeated his effort, and finally touched the hand of a man, and then felt his throat, and his head. Being satisfied that it was in human form, he seized its hand, and with some difficulty hauled it on to the surface.

The person who was thus unearthed was very frightened, and, in accordance with the native custom, sat down on the ground and clapped his hands with mingled feelings of fear and respect, and at the same time uttered these words :—"Tui Qalita, my chief, spare me and I will do anything for you; but spare me and I will be your God of war." Tui Qalita replied :—"My tribe is called Naivilagata, we are the warriors of Sawau, and I am capable of fighting my own battles single-handed. Beqa is but a small island, and I require no assistance. Petition me again." He then said :—"Then, sir, allow me to be your *tiga* God" (*tiga* is a game played with a hard piece of wood on the end of a long reed; the one who hurls the *tiga* furthest along the strip of ground especially prepared for the purpose wins). To which Tui Qalita replied :—"When I *tiga*, my *tiga* stick invariably lies ahead alone. Try again." "Let me be your God of property." To which Tui Qalita replied :—"Kadavu supplies me with native cloth. I require nothing more. Try again." "Then may I be your sailing God?" Tui Qalita replied :—"My canoe is a *vunidrou* (tree). I am a landsman. I hate sailing. There is a big stone in my village called the canoe of the Kai Sawau, and it is all the canoe I require." "Then let me be your God of women, and all the women of Beqa shall be at your beck and call." To which Tui Qalita replied :—"May heaven forfend such a condition of things! I am not a chief (the chiefs in the old days kept a plurality of wives). You shall be my offering to-night to Nakauema."

Tui Qalita then asked his name, and he replied : "Tui Namoliwai, and my house is the home from which you have unearthed me. Permit me to once again speak, sir. Hereafter you people of Sawau shall bake 'Masawe' (*Dracaena*). Let you and I be baked together with it for four nights. This power I will confer on you." Tui Qalita, on hearing such a most unusual offer, told him that he would temporarily spare him. On the following day a huge earth oven was prepared. When the large pieces of wood had been removed and the stones, which were all aglow, alone remained, Tui Namoliwai stepped into the oven, and called to Tui Qalita to follow him. Tui Qalita replied :—"Do not tempt me; if I descend to where you are I shall be burnt." Tui Namoliwai then said, "What poor

return would this be that I should ask you to give away your life at the price of having spared mine ? Fear not, but come to me." Then Tui Qalita walked into the oven and trod upon the hot stones, and they all appeared perfectly cool to him, and he was so pleased that, turning to Tui Namoliwai he said :—" Your life shall most certainly be spared. But do not, I beg of thee, extend this to four nights, two will be quite sufficient." Tui Namoliwai then promised that he and his heirs for ever, whether living in Fiji or Tonga, should have this gift granted to them of being able to walk over red-hot stones without being burnt.

A number of views, taken by Mr. J. W. Lindt, of Melbourne, Victoria, supplied a very realistic idea of the ceremony as performed nowadays. The circular earth oven around and through which the natives walk is about twenty-five feet across. It is dug out in the first instance to a depth of between two and three feet, and then large logs of wood are stacked up in it to a height of several feet above the level of the ground. Some of these tree-trunks are as much as fifteen and twenty inches through. Stones varying in size from six inches to two feet across are placed between the logs and on the top, and the fire is kindled about twelve hours before the fire-walking takes place. Prior to performing the ceremony such charred logs as remain on the top of the stones are removed by long incombustible rope vines, and the rough surface of the oven is levelled. The temperature at the edge of the oven is about 120° Fahr., while, on the one occasion when a thermometer was suspended immediately over the stones, it registered 282° Fahr., when the solder melted.

When the Master of the Ceremonies considers that the oven is sufficiently levelled, the natives walk over it bare-footed, and after doing so show no sign of having passed through this extraordinary ordeal.

DISCUSSION.

Vice-Admiral Sir LEWIS BEAUMONT, K.C.M.G., was glad of the opportunity of saying how kind Mr. Allardyce was when, not long ago, he was in Fiji. Through his great influence with the chiefs, Mr. Allardyce was successful in obtaining a performance of the fire-walking ceremony. It was a most interesting affair. The photographs thrown on the screen, though exceedingly good, failed of course to reproduce the life and movement of the scene. First of all, there was the preparation of the oven. About the heat there could be no question. There was no actual flame, and therefore to speak of "fire" walking was, perhaps, not quite accurate, but there

was tremendous heat. No one could have got very near, which was why they had to use the long poles that were used for levelling the pyramid to a sort of smooth surface. The actual performers had kept in the background, and of a sudden they rushed down the little hillside where they had been hiding. They were decorated in leaves—petticoats of leaves or paper. Amidst the cheers and excitement of the Fijians, they proceeded to walk on the stones. They got on the side, and then leaves were put on, which were to form a sort of layer on which the foot was to be placed. Directly the leaves touched the stones, a great column of smoke uprose, showing the heat. The men were not apparently discomfited, but the performance did not last too long. They were very glad to get on the firm soil again. The feet of some of the men were examined, but they showed no sign whatever of burning, nor had the feet been prepared for the purpose. It was the natural skin, harder, of course, than ours, on account of the habit of walking barefooted. He thought the meeting was indebted to Mr. Allardyce for his account of this extraordinary ceremony—a ceremony held in great esteem by the natives themselves. Mr. Allardyce had also given an exceedingly good description of other parts of Fijian life and scenery.

Mr. W. HERBERT JONES asked whether Mr. Allardyce could explain how the natives were able to walk the hot stones without suffering hurt.

Mr. F. W. PERCIVAL, M.A., also asked whether this was regarded as a religious ceremony or was connected with any theory of worship.

Mr. ALLARDYCE : I think we may say "No" to that.

Mr. JOHN FERGUSON, C.M.G. (M.L.C., Ceylon), inquired whether the strangling of the widows of chiefs had been connected with the practice of suttee so well known in the past history of India. It came to his recollection that in Japan part of the ceremony connected with the interment of the chiefs or old nobility was somewhat similar to that described by Mr. Allardyce. It would be odd should there be a connection not only between Fiji and India but between Fiji and Japan.

Mr. ALLARDYCE said he could not presume to say that he knew how the fire-walking was done. He had witnessed the ceremony on several occasions. In the first instance he suspected some trickery. He thought perhaps the performers put something on their feet, and that if he were smart enough to seize upon one or more of them as they came out of the oven he might discover the secret. On one occasion, therefore, without notice to anyone, he dropped

upon a pair as they came out of the oven—a man and a small boy. He lifted the lad's foot just as one would lift a horse's. He found out nothing at all : he did not even see that the hair about his calf was in any way singed, and there was no smell of hair at all. He then turned his attention to the elder, but got no satisfaction. He next got one or two natives who did not belong to Bega to make inquiries, but they found out nothing. The chief of the fire-walkers said there was absolutely nothing in it. It was a gift. He was prepared to take Mrs. Allardyce and with her walk across the glowing stones, but to this Mr. Allardyce objected. As he mentioned in the course of his address, these people were ancestor-worshippers, and they had an intense faith that this particular gift was given to them in the manner described. Faith alone would not avert the action of physical laws. The conditions in the particular village on the west of Bega, whence these men came, were certainly unique in one respect. It was on a sandy beach with a substratum of coral, which when exposed to the western sun was so hot that you could hardly keep your hand upon it. But these people had been used to this all their lives, and he had no doubt himself that the effect was to produce a thick coating on the soles of the feet. The two factors he had named, though they might not fully explain the mystery, might to a certain extent help towards a solution. In answer to a further question, Mr. Allardyce stated that none of the other Fijians had so far done the fire-walking. The village was a hot suffocating kind of place, and the coral rocks went up to the doors. In reply to Mr. Ferguson, Mr. Allardyce said that he was aware of no connection between the practice of widow-strangling in Fiji and suttee in India.

Hearty votes of thanks were given to the lecturer and to the Chairman.

THIRD ORDINARY GENERAL MEETING.

THE THIRD Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, January 12, 1904; when a Paper on "Australia as a Food Producing Country" was read by Charles C. Lance, Commercial Agent for the Government of New South Wales.

Sir Westby B. Perceval, K.C.M.G., a member of the Council of the Institute, presided:

The Minutes of the Last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 28 Fellows had been elected, viz., 8 Resident and 15 Non-Resident.

Resident Fellows :—

Gillmore T. Carter, John Wm. Gordon, Sholto Hare, F.R.G.S., John Kitching, Francis Hastings Medhurst, Captain Jepson G. Mignon, Major Arthur T. Moore, R.E., Frederick A. Robinson, A.Inst.C.E., M.I.M.E.

Non-Resident Fellows :—

Walter S. Carew (New Zealand), Hon. John George Fraser, M.L.C. (Orange River Colony), Selig Hillman (Cape Colony), Wolf Hillman (Cape Colony), Harry A. Ludlow (Sierra Leone), Colonel Frank Makin (South Australia), Guy St. John Makin (South Australia), Charles E. Parker (Transvaal), Herbert G. Pearce (Rhodesia), Harry Prowse (Natal), Joseph W. Rogers (Western Australia), Athelstan J. H. Saw, M.A., M.D. (Western Australia), Frank Spence (Fiji), Charles S. Wallis, M.B., C.M. (South Australia), Frank Walsh (Cape Colony).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The names of Mr. F. H. Dangar on behalf of the Council, and Mr. H. F. Billinghamurst on behalf of the Fellows, were submitted and

approved as Auditors of the Accounts for the past year in accordance with Rule 48.

The CHAIRMAN : I desire on behalf of the Council to express the deep sense of the loss they have sustained in the death of one of their Colleagues, the Hon. John Tudhope, whose intimate acquaintance with South Africa was of much value to them. The Council have passed a vote of condolence which has been sent to the family, and I am sure you will all join with the Council in the regret they feel at the loss of this distinguished member. I now call on the reader of the Paper, Mr. Charles C. Lance, Commercial Agent for the Government of New South Wales, to read his Paper on :

AUSTRALIA AS A FOOD PRODUCING COUNTRY.

THE great interest which has recently been awakened in the subject of the food-producing capabilities of the Empire, seems to justify the contribution of a Paper on the resources of Australia in this direction, more especially as considerable misapprehension appears to exist in certain directions in regard to it.

The harrowing tales of loss and suffering through the long continued drought (now happily ended) have created an exaggerated impression upon the public mind in this country, and the idea often prevails that every portion of Australia has been held so firmly in the grip of this dread monster, as to seriously impair the claim of the Commonwealth to be regarded as a reliable source of food supplies.

I have no desire to make light of the effect of that calamitous visitation, but wish to present it in its proper proportion, in order that a fairer estimate may be formed in this regard, before proceeding to lay before you a statement of the achievements and potentialities of this vast region.

The two points that require to be emphasised are :—

1. The drought has been unprecedented in the history of the white population of Australia.

2. The harrowing statements in regard to it have referred chiefly to the region in the west of New South Wales and Queensland, and central portion of South Australia, where more or less dry conditions are expected to prevail, and where wool-growing is the chief industry.

The Southern and Eastern littoral of Australia have had comparatively dry times, equally unprecedented in many parts, but nothing in the nature of devastation has been experienced, and the production of exportable food surpluses has never entirely ceased.

I submit that the temporary arrest of agricultural production occurs, at more or less lengthy intervals, in well-nigh every country in the world, and drought is not the only factor. Those who have travelled through England this past autumn will know the tale of ruin so pathetically told by rotting and ungarnered crops and flooded lands. The choice between suffering from being too much in the sun, or too much under a cloud, is a matter of taste. There is this to be said in favour of a drought, that its lessons may be learnt, and its effect to some extent provided against, whilst the beneficial rest given to the land enhances its productiveness in the immediate future. And speaking of Australia generally, one thing that weighs heavily in its favour is the pregnant fact that it has no winter, as it is understood in this country, or in North America. This perhaps means nothing for the growing of wheat, but it means much in the raising of stock for meat purposes, and the production of butter—two very important items of export. Given sufficient moisture, grass will grow more or less at all times, and stock and dairy cattle may graze in the open all the year round, whilst in many districts two fodder crops are often raised.

The exportable food products of Australia are at present raised in South Australia, Victoria, New South Wales, Queensland and Tasmania. Western Australia has no place in this category, but there are potential areas on the South-Western coast, which in course of time will, at least, supply many of the needs of the gold fields communities, and thus release for external export some of the products that find their way there from the Eastern States.

But in a huge continent like Australia with an area of 2,972,906 square miles—26 times greater than that of Great Britain—and covering 82 degrees of latitude and 40 of longitude,—extending from Tasmania in 43 degrees South, with a climate not unlike that of England, to Northern Queensland in 11° South, with a climate similar to that of India—a great diversity of soil, climate, and production must of necessity be experienced.

Thus in Queensland we have principally meat, sugar, and a small but growing production of butter. In New South Wales, meat, wheat, butter, wine and sugar. In Victoria, butter, wheat, meat, wine and fruit. In South Australia, wheat, meat, wine, fruit and butter in a small but increasing quantity. In Tasmania, the

only important item of food export is fruit of the European descriptions.

During the past four years (1903 being not yet available) the total exports of the items of meat, butter, wheat and flour, fruit and wine, were valued at :—

£5,566,000 in 1899.	£7,594,000 in 1901.
£6,610,000 , 1900.	£4,733,000 , 1902.

This latter year makes a more presentable figure than the jeremiads of critics would have led us to expect; nevertheless, it fell as far short of its predecessor as I hope it will also do of 1904, which is already testifying to the marvellous recuperative powers of the Island Continent.

As indicating the importance to Great Britain of this source of supply, it may be stated that the value of food imports into Great Britain from Australia were, during :—

1899 . . £5,079,988	1901 . . £5,492,313
1900 . . 5,276,272	1902 . . 3,550,933

It will be observed that although the total sent to Great Britain in 1901 was the largest recorded, it did not bear so great a proportion to our total exports as in previous years, which is accounted for, chiefly, by the market for our products that sprang up in South Africa.

Having disposed of these preliminary generalities, I now propose to deal with each principal Australian food industry, and to endeavour to show its present position, and the prospects of its extension in the light of the potentiality of the country itself, and of the probable competition from other sources for the export trade.

MEAT.

Sir Edmund Barton once said, in reply to a Canadian claimant, that if Canada was the Empire's baker, Australia was the butcher; the figure was picturesque, but it would have been more correct to have used the term Australasia, for in this claim New Zealand cannot be left out of consideration. Nevertheless, the meat export from the Commonwealth has reached considerable dimensions, having been valued at £2,500,000 in 1901.

It is to the introduction of refrigeration that we owe this great

development, and to Australia (and more particularly New South Wales) belongs the honour of having pioneered this boon for the world. The initial experiments were made in Sydney by Eugène Nicolle and the late Hon. T. S. Mort, the latter giving his life and fortune to the enterprise. His prophetic motto was, "There shall be no more waste," the significance of which may be realised from the fact that, prior to the introduction of refrigeration, the boiling down of surplus sheep for tallow was, in many districts, regarded as the only profitable proceeding. If there were time, the romance of Pioneer Mort and Engineer Nicolle would be worth the telling. How, away back in the sixties, in the Blue Mountain village of Hartley, they experimented with machines for the production of cold by the compression of gases, for which English patents were obtained in 1873. How, in 1879, the first ship, the *Northam*, was loaded with frozen meat, the insulation for which was *tallow*. How the machinery broke down, and the melting of the tallow deprived the meat of its necessary insulation. How others, profiting by these mistakes, achieved success, and in 1880 brought from Australia in the *Strathleven*, and delivered in London in saleable condition, the first cargo of frozen meat. Such is the story of the original defeat of time and temperature in the carriage of fresh food products across the world; and it is also interesting to note that the first ton of artificial ice was made in Geelong, Victoria, by one Dr. Jas. Harrison. Thus, if Australia had done naught else in the world, she would deserve something at the hands of those who realise the value, to the old world, of the fresh products of the new.

The refrigeration of food is a growth of scarcely twenty years, and yet it has probably brought about the greatest revolution of modern times. Such revolutions come quietly, and those who are influenced the most by them often do not stop to contemplate their far-reaching effects, or focus the changes brought about. To many, the luxury of an ice-chest, or the questionable blessing of iced drinks, form the sum of their knowledge of the influence of refrigeration. The housekeeper, who can buy apples nearly all the year round in England, does not care to know that she does so by reason of the fact that, in California, millions of bushels of the crop, picked in September, are stored in cold chambers till the following February, and gradually fed to meet the requirements of this market; or that the refrigerated holds of the Australian Mail steamers are full of this choice fruit from March to June. The fact that the English apple crop has failed is only known through the medium of newspaper paragraphs. The wealthy, who eat

peaches and apricots at Christmas, perhaps think that they do so by virtue of the hot-house, whereas in reality it is the *cold-house* that has smiled upon them, in the shape of the refrigerated holds of the South African Mail steamers. The striving millions who can buy meat that was denied to them twenty years ago, aye, or even ten years ago, may be forgiven for not staying to realise to what they owe this boon. They may be pardoned for not knowing that the meat has been frozen—for, indeed, I fear that very often they are not told! The artisan who now finds fresh butter on his daily menu, probably does not think that he owes it largely to refrigeration, which not only makes the production of butter possible in the hottest climates, but brings it in perfect condition across the melting tracks of the Equator. But if the consumer can tell us this tale, the producer can treat us to a romance—a romance of the changing of the face of Nature; of hitherto unprofitable forests felled to create pasture for sheep and cows, and of irrigation schemes, and smiling orchards, made feasible by the ability to transport the produce across the world. Without speaking of other countries, it is safe to say that refrigeration has provided the greatest modern stimulus to the development of Australia and New Zealand. Wanting it, "Australia as a food producing country" would have been resolved into a question of what could be done in wheat-growing, or a statement as to its capacity to feed *itself*. Wanting refrigeration, Mr. Chamberlain's scheme for preferential trade would have been impossible, or at least shorn of its far-reaching significance. In a word, refrigeration has equalised climate, and annihilated distance, has revolutionised modern life, and may yet be the most potent factor in the Federation of the Empire!

It was in 1891 that Australia reached the high-water mark in the possession of sheep and cattle, in which year there were 106½ million sheep, and over 11 million horned cattle. Successive years of drought have very seriously reduced these figures, and it is probable that they would not at the present time stand at much more than half that.

Such however is the marvellous recuperative powers of the country, that since the break of the drought it is estimated that the sheep in New South Wales alone have increased by four millions, and shipments of meat have been resumed upon a considerable scale.

Ever since the frozen meat industry has been firmly established in this country, the Australian flocks and herds have been under adverse conditions, and a return to the normal will bring about a

was tremendous heat. No one could have got very near, which was why they had to use the long poles that were used for levelling the pyramid to a sort of smooth surface. The actual performers had kept in the background, and of a sudden they rushed down the little hillside where they had been hiding. They were decorated in leaves—petticoats of leaves or paper. Amidst the cheers and excitement of the Fijians, they proceeded to walk on the stones. They got on the side, and then leaves were put on, which were to form a sort of layer on which the foot was to be placed. Directly the leaves touched the stones, a great column of smoke uprose, showing the heat. The men were not apparently discomfited, but the performance did not last too long. They were very glad to get on the firm soil again. The feet of some of the men were examined, but they showed no sign whatever of burning, nor had the feet been prepared for the purpose. It was the natural skin, harder, of course, than ours, on account of the habit of walking barefooted. He thought the meeting was indebted to Mr. Allardyce for his account of this extraordinary ceremony—a ceremony held in great esteem by the natives themselves. Mr. Allardyce had also given an exceedingly good description of other parts of Fijian life and scenery.

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upon a pair as they came out of the oven—a man and a small boy. He lifted the lad's foot just as one would lift a horse's. He found out nothing at all : he did not even see that the hair about his calf was in any way singed, and there was no smell of hair at all. He then turned his attention to the elder, but got no satisfaction. He next got one or two natives who did not belong to Bega to make inquiries, but they found out nothing. The chief of the fire-walkers said there was absolutely nothing in it. It was a gift. He was prepared to take Mrs. Allardyce and with her walk across the glowing stones, but to this Mr. Allardyce objected. As he mentioned in the course of his address, these people were ancestor-worshippers, and they had an intense faith that this particular gift was given to them in the manner described. Faith alone would not avert the action of physical laws. The conditions in the particular village on the west of Bega, whence these men came, were certainly unique in one respect. It was on a sandy beach with a substratum of coral, which when exposed to the western sun was so hot that you could hardly keep your hand upon it. But these people had been used to this all their lives, and he had no doubt himself that the effect was to produce a thick coating on the soles of the feet. The two factors he had named, though they might not fully explain the mystery, might to a certain extent help towards a solution. In answer to a further question, Mr. Allardyce stated that none of the other Fijians had so far done the fire-walking. The village was a hot suffocating kind of place, and the coral rocks went up to the doors. In reply to Mr. Ferguson, Mr. Allardyce said that he was aware of no connection between the practice of widow-strangling in Fiji and suttee in India.

Hearty votes of thanks were given to the lecturer and to the Chairman.

THIRD ORDINARY GENERAL MEETING.

THE THIRD Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, January 12, 1904, when a Paper on "Australia as a Food Producing Country" was read by Charles C. Lance, Commercial Agent for the Government of New South Wales.

Sir Westby B. Perceval, K.C.M.G., a member of the Council of the Institute, presided:

The Minutes of the Last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 28 Fellows had been elected, viz., 8 Resident and 15 Non-Resident.

Resident Fellows :—

Gillmore T. Carter, John Wm. Gordon, Sholto Hare, F.R.G.S., John Kitching, Francis Hastings Medhurst, Captain Jepson G. Mignon, Major Arthur T. Moore, R.E., Frederick A. Robinson, A.Inst.C.E., M.I.M.E.

Non-Resident Fellows :—

Walter S. Carew (New Zealand), Hon. John George Fraser, M.L.C. (Orange River Colony), Selig Hillman (Cape Colony), Wolf Hillman (Cape Colony), Harry A. Ludlow (Sierra Leone), Colonel Frank Makin (South Australia), Guy St. John Makin (South Australia), Charles E. Parker (Transvaal), Herbert G. Pearce (Rhodesia), Harry Prouse (Natal), Joseph W. Rogers (Western Australia), Athelstan J. H. Saw, M.A., M.D. (Western Australia), Frank Spence (Fiji), Charles S. Wallis, M.B., C.M. (South Australia), Frank Walsh (Cape Colony).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The names of Mr. F. H. Dangar on behalf of the Council, and Mr. H. F. Billinghurst on behalf of the Fellows, were submitted and

approved as Auditors of the Accounts for the past year in accordance with Rule 48.

The CHAIRMAN : I desire on behalf of the Council to express the deep sense of the loss they have sustained in the death of one of their Colleagues, the Hon. John Tudhope, whose intimate acquaintance with South Africa was of much value to them. The Council have passed a vote of condolence which has been sent to the family, and I am sure you will all join with the Council in the regret they feel at the loss of this distinguished member. I now call on the reader of the Paper, Mr. Charles C. Lance, Commercial Agent for the Government of New South Wales, to read his Paper on :

AUSTRALIA AS A FOOD PRODUCING COUNTRY.

THE great interest which has recently been awakened in the subject of the food-producing capabilities of the Empire, seems to justify the contribution of a Paper on the resources of Australia in this direction, more especially as considerable misapprehension appears to exist in certain directions in regard to it.

The harrowing tales of loss and suffering through the long continued drought (now happily ended) have created an exaggerated impression upon the public mind in this country, and the idea often prevails that every portion of Australia has been held so firmly in the grip of this dread monster, as to seriously impair the claim of the Commonwealth to be regarded as a reliable source of food supplies.

I have no desire to make light of the effect of that calamitous visitation, but wish to present it in its proper proportion, in order that a fairer estimate may be formed in this regard, before proceeding to lay before you a statement of the achievements and potentialities of this vast region.

The two points that require to be emphasised are :—

1. The drought has been unprecedented in the history of the white population of Australia.
2. The harrowing statements in regard to it have referred chiefly to the region in the west of New South Wales and Queensland, and central portion of South Australia, where more or less dry conditions are expected to prevail, and where wool-growing is the chief industry.

The Southern and Eastern littoral of Australia have had comparatively dry times, equally unprecedented in many parts, but nothing in the nature of devastation has been experienced, and the production of exportable food surpluses has never entirely ceased.

I submit that the temporary arrest of agricultural production occurs, at more or less lengthy intervals, in well-nigh every country in the world, and drought is not the only factor. Those who have travelled through England this past autumn will know the tale of ruin so pathetically told by rotting and ungarnered crops and flooded lands. The choice between suffering from being too much in the sun, or too much under a cloud, is a matter of taste. There is this to be said in favour of a drought, that its lessons may be learnt, and its effect to some extent provided against, whilst the beneficial rest given to the land enhances its productiveness in the immediate future. And speaking of Australia generally, one thing that weighs heavily in its favour is the pregnant fact that it has no winter, as it is understood in this country, or in North America. This perhaps means nothing for the growing of wheat, but it means much in the raising of stock for meat purposes, and the production of butter—two very important items of export. Given sufficient moisture, grass will grow more or less at all times, and stock and dairy cattle may graze in the open all the year round, whilst in many districts two fodder crops are often raised.

The exportable food products of Australia are at present raised in South Australia, Victoria, New South Wales, Queensland and Tasmania. Western Australia has no place in this category, but there are potential areas on the South-Western coast, which in course of time will, at least, supply many of the needs of the gold fields communities, and thus release for external export some of the products that find their way there from the Eastern States.

But in a huge continent like Australia with an area of 2,972,906 square miles—26 times greater than that of Great Britain—and covering 82 degrees of latitude and 40 of longitude,—extending from Tasmania in 48 degrees South, with a climate not unlike that of England, to Northern Queensland in 11° South, with a climate similar to that of India—a great diversity of soil, climate, and production must of necessity be experienced.

Thus in Queensland we have principally meat, sugar, and a small but growing production of butter. In New South Wales, meat, wheat, butter, wine and sugar. In Victoria, butter, wheat, meat, wine and fruit. In South Australia, wheat, meat, wine, fruit and butter in a small but increasing quantity. In Tasmania, the

only important item of food export is fruit of the European descriptions.

During the past four years (1903 being not yet available) the total exports of the items of meat, butter, wheat and flour, fruit and wine, were valued at :—

£5,566,000 in 1899.	£7,594,000 in 1901.
£6,610,000 „ 1900.	£4,733,000 „ 1902.

This latter year makes a more presentable figure than the jeremiads of critics would have led us to expect; nevertheless, it fell as far short of its predecessor as I hope it will also do of 1904, which is already testifying to the marvellous recuperative powers of the Island Continent.

As indicating the importance to Great Britain of this source of supply, it may be stated that the value of food imports into Great Britain from Australia were, during :—

1899 . . £5,079,988	1901 . . £5,492,313
1900 . . 5,276,272	1902 . . 3,550,933

It will be observed that although the total sent to Great Britain in 1901 was the largest recorded, it did not bear so great a proportion to our total exports as in previous years, which is accounted for, chiefly, by the market for our products that sprang up in South Africa.

Having disposed of these preliminary generalities, I now propose to deal with each principal Australian food industry, and to endeavour to show its present position, and the prospects of its extension in the light of the potentiality of the country itself, and of the probable competition from other sources for the export trade.

MEAT.

Sir Edmund Barton once said, in reply to a Canadian claimant, that if Canada was the Empire's baker, Australia was the butcher; the figure was picturesque, but it would have been more correct to have used the term Australasia, for in this claim New Zealand cannot be left out of consideration. Nevertheless, the meat export from the Commonwealth has reached considerable dimensions, having been valued at £2,500,000 in 1901.

It is to the introduction of refrigeration that we owe this great

development, and to Australia (and more particularly New South Wales) belongs the honour of having pioneered this boon for the world. The initial experiments were made in Sydney by Eugène Nicolle and the late Hon. T. S. Mort, the latter giving his life and fortune to the enterprise. His prophetic motto was, "There shall be no more waste," the significance of which may be realised from the fact that, prior to the introduction of refrigeration, the boiling down of surplus sheep for tallow was, in many districts, regarded as the only profitable proceeding. If there were time, the romance of Pioneer Mort and Engineer Nicolle would be worth the telling. How, away back in the sixties, in the Blue Mountain village of Hartley, they experimented with machines for the production of cold by the compression of gases, for which English patents were obtained in 1873. How, in 1879, the first ship, the *Northam*, was loaded with frozen meat, the insulation for which was *tallow*. How the machinery broke down, and the melting of the tallow deprived the meat of its necessary insulation. How others, profiting by these mistakes, achieved success, and in 1880 brought from Australia in the *Strathleven*, and delivered in London in saleable condition, the first cargo of frozen meat. Such is the story of the original defeat of time and temperature in the carriage of fresh food products across the world; and it is also interesting to note that the first ton of artificial ice was made in Geelong, Victoria, by one Dr. Jas. Harrison. Thus, if Australia had done naught else in the world, she would deserve something at the hands of those who realise the value, to the old world, of the fresh products of the new.

The refrigeration of food is a growth of scarcely twenty years, and yet it has probably brought about the greatest revolution of modern times. Such revolutions come quietly, and those who are influenced the most by them often do not stop to contemplate their far-reaching effects, or focus the changes brought about. To many, the luxury of an ice-chest, or the questionable blessing of iced drinks, form the sum of their knowledge of the influence of refrigeration. The housekeeper, who can buy apples nearly all the year round in England, does not care to know that she does so by reason of the fact that, in California, millions of bushels of the crop, picked in September, are stored in cold chambers till the following February, and gradually fed to meet the requirements of this market; or that the refrigerated holds of the Australian Mail steamers are full of this choice fruit from March to June. The fact that the English apple crop has failed is only known through the medium of newspaper paragraphs. The wealthy, who eat

peaches and apricots at Christmas, perhaps think that they do so by virtue of the hot-house, whereas in reality it is the *cold-house* that has smiled upon them, in the shape of the refrigerated holds of the South African Mail steamers. The striving millions who can buy meat that was denied to them twenty years ago, aye, or even ten years ago, may be forgiven for not staying to realise to what they owe this boon. They may be pardoned for not knowing that the meat has been frozen—for, indeed, I fear that very often they are not told! The artisan who now finds fresh butter on his daily menu, probably does not think that he owes it largely to refrigeration, which not only makes the production of butter possible in the hottest climates, but brings it in perfect condition across the melting tracks of the Equator. But if the consumer can tell us this tale, the producer can treat us to a romance—a romance of the changing of the face of Nature; of hitherto unprofitable forests felled to create pasturage for sheep and cows, and of irrigation schemes, and smiling orchards, made feasible by the ability to transport the produce across the world. Without speaking of other countries, it is safe to say that refrigeration has provided the greatest modern stimulus to the development of Australia and New Zealand. Wanting it, "Australia as a food producing country" would have been resolved into a question of what could be done in wheat-growing, or a statement as to its capacity to feed *itself*. Wanting refrigeration, Mr. Chamberlain's scheme for preferential trade would have been impossible, or at least shorn of its far-reaching significance. In a word, refrigeration has equalised climate, and annihilated distance, has revolutionised modern life, and may yet be the most potent factor in the Federation of the Empire!

It was in 1891 that Australia reached the high-water mark in the possession of sheep and cattle, in which year there were 106½ million sheep, and over 11 million horned cattle. Successive years of drought have very seriously reduced these figures, and it is probable that they would not at the present time stand at much more than half that.

Such however is the marvellous recuperative powers of the country, that since the break of the drought it is estimated that the sheep in New South Wales alone have increased by four millions, and shipments of meat have been resumed upon a considerable scale.

Ever since the frozen meat industry has been firmly established in this country, the Australian flocks and herds have been under adverse conditions, and a return to the normal will bring about a

striking development in it. A better knowledge of the requirements of this trade as regards breed and quality, preparation and distribution upon the markets, increased transport facilities in Australia and from Australia, are all potent factors which have not yet had the opportunity of full play in the Australian trade.

And then of course instantly arises the question, What will be the effect upon the market? Can larger supplies be absorbed at a price that will be profitable to the producers? It is to Great Britain that we must look for the chief market, and indeed it is very largely the object of this Paper to show the position of Australia as a food producer in relation to the Empire. The market that exists in South Africa cannot be regarded as permanently large, and a return to normal conditions in that war-swept country, will bring about a great measure of self-sufficiency in the matter of meat. The high duties and restrictive regulations which exist on the Continent of Europe practically place those markets beyond immediate consideration.

The British Isles stand already at the top of the list of meat consumption per head of population in Europe; Australasia itself and the United States being the only greater in the world.

The approximate figures are:—

Great Britain	115	lbs. per inhabitant per annum.
United States	150	" " " "
Australasia	264	" " " "

In France the consumption is said to be 77 lbs. per head, and in Germany 64 lbs. But in Great Britain, the ability to obtain cheap meat led to a steady increase, until last year, when a rise in price consequent upon the decreased Australian production, and the restrictions on American imports, brought about a reduction in consumption. The question is, can it again increase, and to what extent?

We have large figures to work upon all round, for even 2 lbs. increase of consumption per head of population per annum in Great Britain would give an enhanced market of one million sterling to the producer, and the ordinary consumption of the naturally increased population gives half a million sterling per annum, with a probable decrease of home supplies. It is not unlikely that the annual imported meat bill of Great Britain will in five years time have gone up by five millions sterling, and the point is, who is to supply it? Every year the shipments from Argentina increase by leaps and bounds, and there are other countries in South America to come

on, whilst Siberia and Hungary have already made a start. The United States may in time be wanting more of its supplies at home, but hitherto, with the exception of 1902, its shipments to Great Britain have shown steady increase.

In 1902 the total imported British meat bill amounted to £47,000,000, of which nearly £9,000,000 worth came from within the Empire. That Australia, which possesses such a large proportion of sheep and cattle per head of population, can increase her contribution by several millions sterling within the next few years I am convinced; the question is, Can she stand the competition from outside countries? And by this I do not mean within the Empire, for I decline to regard any one of the "five free nations" as other than "friendly rivals."

I have sufficient faith in Australia and Australians to believe that we can hold our own in spite of our distance from the old world, but I do not propose to assert that a little family preference would be unacceptable, to "make assurance doubly sure!" But we must lay to heart the lesson of the drought, for the great essential of success is regularity of supply, and unfailing excellence of quality. We must also use every endeavour in this, and other industries, to save expense between the producer and the consumer. There will be no fortunes for the producers, for it is the history of every great productive development that it, sooner or later, through competition, comes down to the level of yielding a moderate margin of profit.

I believe that we must be prepared for the necessity of, ere long, facing much lower prices on this market, but I would hazard the opinion that, if put to it, Australia can raise mutton and beef at 1d. per lb. on the station, which would enable it to be landed here at under 2½d. per lb. But although there is some market for merino mutton, I have come to the conclusion that, to ensure permanent success, we cannot treat the industry as merely a means of disposing of an intermittent surplus of merino flocks, and that it is necessary to breed what are suitable for the market, and be at some pains to perfect their condition.

Closer settlement will probably do something in this direction, and it is interesting to note the trend of recent years towards a reduction of the number of large flocks, and an increase in the number of smaller ones. The big squatter will probably continue to be the most successful, in certain districts, as a wool-grower, but I believe the smaller man will do better as a meat producer, and that whilst the districts further inland will be confined to merino wool-growing, the raising of, at least a proportion, of crossbreds for

meat, will be found more lucrative in the sub-coastal districts. I am aware that this is debateable ground, and I trust that we may have valuable discussion on this important question.

Queensland is chiefly concerned in the production of beef, and in 1901 the value of the export had reached the satisfactory figure of £1,178,851. It is safe to say that no country in the world offers greater advantages for the raising of cattle than Queensland, the ravages of Texas fever notwithstanding. For several years this was a very serious matter, and whole districts were devastated, but experience has shown that, dreadful as the calamity has been, it is of a less permanent character than was at one time feared. The ticks certainly remain, but the cattle are either largely rendered immune, or else the virulence of the fever is abated, for the most seriously infected districts are becoming restocked. The opinion is now very generally held that, with fair seasons and cattle in good condition, the tick is not to be regarded with such dire apprehension.

Considerable extension of the beef export industry may be looked for from the Northern Territory of South Australia. The recently launched Eastern and African Cold Storage Supply Company, Ltd., has acquired 20,000 square miles of land which is said to be rich in unfailing pasture and well-watered, the rainfall being sixty-two inches per annum. Refrigerating works and slaughtering yards are being erected on the western shore of the Gulf of Carpentaria, which will be several days nearer Europe than any other meat shipping port in Australia. The projected railway through South Australia to Port Darwin would open up a large area of cattle-raising country.

Competition in frozen beef has not been, and does not appear likely to become, so severe as is the case with mutton. There is no reason to doubt the ability of Queensland to hold her own in the market, for I would make bold to say that no country in the world can produce finer beef. The chilled beef from America commands higher prices, for it must be admitted that up to the present the freezing of beef has not led to the same satisfactory results as has attended mutton.

But the inherent good quality of Australian grass-fed beef is admitted, and there is always the hope that improved methods of defrosting will obtain, if indeed, it should not be possible, with the increasing speed of steamers and greater experience, to reverse the verdict given against the feasibility of sending it chilled.

But whilst it is true that nothing equals grass-fed meat, it is also true that dependence upon grazing seriously risks the all-important

desideratum of regularity in supply, and the question arises, Cannot our cattle fatteners do something to minimise this by the growth of fodder? In America, stall feeding is very largely resorted to, and in the Argentine Republic, lucerne is grown for this purpose. By such means our competitors improve quality and equalise supplies; what can we do in this direction to maintain our position?

IRRIGATION.

And this brings me to the consideration of a very important question in connection with the development of Australia as a food supplying country, viz., irrigation, which is now beginning to attract serious attention.

Last year the New South Wales Government passed an Act providing for the expenditure of £200,000 per annum on smaller public works under trusts, and since then seventy-five tanks, bores, dams, &c., have been completed, and 100 similar works are in course of construction. Schemes for the utilisation of the water from the rivers have met with a considerable measure of success, notably at Mildura and Renmark on the Murray, and now several far more comprehensive ventures are being initiated for the Goulburn Valley in Victoria, and Riverina in New South Wales, which might bring water to an irrigable area of something like eight million acres, and accomplish the actual irrigation of over one million acres of the best land in Australia. The idea is to enable a small portion of each holding to be irrigated, and thus supplement the rainfall of normal seasons, and prevent loss in drought years. But though the benefit resulting from such schemes will be great, the opportunities for their initiation are confined within limits which, in a large country like Australia, will appear comparatively narrow, and the great far-reaching question is, are there adequate means of making more productive that vast area of land lying to the west of Queensland and New South Wales, and the central portion of South Australia, and comprising perhaps 250,000 square miles? The rainfall in this country varies from seven to twenty inches per annum, and it is used for the production of wool, or as cattle runs for the breeding of "stores," and in good seasons will, in certain portions, yield mutton for export. Is the filling of this rôle its ultimate destiny? To assist in forming an opinion upon this great question I would like to place before you a few facts in regard to the artesian water supply of that region, for although opinions have been expressed that much can be done by surface irrigation schemes, the artesian supply is of vital interest. In 1879, Mr.

Russell, the Government Astronomer for New South Wales, made the momentous statement, that the river Darling discharged into the ocean only one and a half per cent. of the water which it should have received from the catchment area, whereas, the Murray under similar conditions of evaporation, &c., discharged twenty-five per cent. He concluded from this that the water from the Darling area was disappearing, to find exit at a lower level, and surmised that a large supply of good water existed beneath the surface. This led to the putting down of bores at Kellara and Kerribee, in New South Wales, from which latter a flow of 1,750,000 gallons per diem was obtained at a depth 1,840 feet; and this was quickly followed up in Queensland with even more satisfactory results. Both Governments took the matter up, as did also many private landowners, and there were in Queensland on June 30, 1902, 563 effective flowing bores, yielding 975 million gallons per diem, and in New South Wales 200 bores, yielding 80 million gallons per diem; and the work is being continued in both States, as it also is in South Australia.

To overestimate the value of these fountains would be almost impossible, and it is certain that they contributed enormously to the ability of stockowners to fight the unprecedented conditions of drought that have recently prevailed. But to use the simile of Mr. Boultee, the Superintendent of Watering Places in New South Wales, these are comparatively but a few "pin-pricks" in the vast artesian area, for it is now known that this large basin has an extent of something like 500,000 square miles, beneath the driest portions of Queensland, New South Wales, and part of South Australia. I know of nothing more fascinating than a study of the geological and practical aspects of this subject, and regret that it is impossible, within the limits of the time afforded this evening, to do more than just indicate them. Geologists are of opinion that the supply is obtained from the rainfall over the porous formation outcropping on the mountain slopes to the north-east and east of the basin, the higher levels of which create the pressure necessary to force the water above the surface of the plains when the stratum is tapped. Dealing with the New South Wales portion, Mr. Pittman, the Government Geologist, calculates that the area of these intake beds on the western slopes of the New South Wales mountains is 1,800 square miles, and thereupon he makes a calculation, which enables us to form an opinion on the important practical question of the probable permanency of the supply.

He sees reason to believe that 20 per cent. of the rainfall is

absorbed, and if so the supply would amount to 3,580,000,000 gallons per diem, or forty-five times as much as the present New South Wales bores yield. He adds :—

There does not appear to be much reason to fear that our artesian bores will overtake the supply for many years to come.

Dr. Jack, the Queensland Government Geologist, says that :—

The amount of water contributed to the water-bearing shute of the lower cretaceous formation . . . is so great . . . that the quantity abstracted by the artesian wells, even if it were ten times greater, is insignificant by comparison.

On the other hand, it must be admitted that diminution of the flow has in some cases been observed. If the theory of the intake beds is correct, this is however no more than would be expected, as the result of the low rainfall that has been experienced recently, and it will be interesting to note the effect produced by the return of normal conditions.

The other all-important consideration is, the suitability of the water for the purposes of irrigation. Considerable pessimism has often been expressed in regard to this, and there is no doubt that some of the bores in Queensland, and New South Wales, yield water containing an excessive quantity of alkali, and are unsuitable for irrigation, on account of the amount that would in time be accumulated in the soil, to the detriment and ultimate destruction of the plant life. But this of course depends largely upon the nature of the soil, and its depth and drainage conditions.

Two years ago the New South Wales Government sent Mr. Boultbee, the Superintendent of Public Watering Places and artesian bores, to Western America to investigate the conditions under which irrigation is carried on in that country, and he reported that the nature of the water, and the conditions, were very similar to those prevailing in New South Wales. He sums up by saying :—

I hold the opinion . . . that the bulk of our (N.S.W.) water can be safely used for irrigation for very long periods, provided care and plentiful cultivation is carried out, and I see no reason (if the advice of Professor Hilyard regarding selection of the land and subsequent use of the water is followed) why irrigation cannot be carried out successfully for an indefinite period,

and adds, as a general conclusion, that a great deal more ought to be attempted in this direction in Australia.

The experiments made by the New South Wales Government at

several experimental farms, and by some private owners in Queensland, have established the fact that success may be achieved by irrigation in the growing of crops of cereals, fruit and sugar-cane.

Up-to-date information is available from the recent report of the manager of the Government irrigation farm at Moree in New South Wales, which states :—

When it is considered that there has not been sufficient rain until this month to assist herbage to grow, and that for miles in every direction, Moree has been nothing but a desolate waste, the fact that this farm has not only existed, but supplied the district with green feed for horses, and on several occasions when starving stock have been brought into Moree for transit by rail to other parts, supplied owners with green feed for a day or two, sufficient to enable the stock to reach their destination alive, makes efficacy of irrigation from artesian bores apparent.

The demand for green feed was so great at times that the buyers followed the mowing machines and bagged it almost as fast as it could be cut.

The orchard had only been planted three years and yet many citrus varieties and apricots, quinces, figs, almonds, and mulberries bore fruit in that dryest of years. The Manager concludes by saying :—

In my opinion the farm has fulfilled the intention of the Department in proving that in an arid district with a shade temperature of 100 degrees, where for the whole summer not one inch of rain fell, crops of all sorts and vegetables of many varieties were grown in quantities, and of good enough quality to yield a handsome return to any farmer working similar land on the same principle.

In dealing with this matter I do not wish to present the case in too much "couleur de rose," or to convey the impression, which seems to be often popularly held, that nothing requires to be done but to multiply bores, in order to turn the country into a smiling paradise for the pastoralist. In my opinion nothing really takes the place of rain for grass-growing, but I believe that a great deal may be done in supplementing the pastures, if indeed the development of other industries is not also possible.

The natural conditions of Southern California are very similar to those of the Western country of Queensland and New South Wales, the rainfall being exceedingly small and unreliable (from six to 20 inches), though the land, on the average, is not so rich as ours. When the rush of settlement took place in California, some previously good seasons had led to the belief that, under natural con-

ditions, it could be turned to profitable account for farming and grazing. But a succession of bad seasons, in which neither grass nor crops grew at all (1868 to 1871), led the distressed people to give their attention to irrigation, largely by means of artesian water, and, as you know, the result has been to turn that country into one of the most wonderful fruit gardens in the world, whilst the growth of fodder for fattening purposes is also considerable.

It is true that our Australian supply lies deeper than is usual in America, and is therefore somewhat more expensive in obtainment, and in outlying districts where the cost of transport of machinery is great, the expense is perhaps, at present, prohibitive. But on the other hand our land is rich and cheap, and the payability of the bores, for at least stock-watering, has been proved over a very large area. The watering of the whole of this country is inconceivable, but even though only a comparatively small proportion can be dealt with, I think we are led to the conclusion that the future holds for it far greater possibilities of food-production, as the result of the freeing of the imprisoned waters from this vast storehouse, fashioned and unfailingly replenished by Nature, who, to use Professor Huxley's words, is, "Surely no prodigal, but most notable of housekeepers."

The carrying out of all possible schemes of irrigation from the waters of the rivers, and the multiplication of artesian wells will bring about:—

1. The better maintenance of our flocks and herds, and, by the growth of fodder, the extension of meat production.
2. The enormous extension (as in California) of our fruit production, which will render insignificant our present export of £200,000 per annum.

3. The extension of wine-growing.

WINE.

In regard to this latter, however, it should be said that there already exists a very large area of country eminently suitable both in soil and climate, without the aid of irrigation. The growing favour with which our wines are now being regarded, no longer leaves in doubt our ability to produce a high-class article in South Australia, Victoria and New South Wales; and Queensland, and even Western Australia, will ere long be added to the list. The wine industry of Europe has been a-making for centuries, and the subtleties of manipulation are not learnt in a few decades. With

more experience, and (may we hope ?) the help of a little preference, Australia will prove herself worthy to be regarded as the Empire's vineyard.

The total production of Australia is at present about $5\frac{1}{2}$ million gallons, of which the export to Europe is about 1 million gallons, which proves that Australians believe enough in it to drink it themselves !

WHEAT.

Although Australia has exported wheat for years past, it can scarcely lay claim to be regarded as one of the world's granaries. The high-water mark of ascertained production was reached in 1900, when the crop was $48\frac{1}{4}$ million bushels, and in the following year $24\frac{3}{4}$ million bushels, including equivalent in flour, having a value of about £3,000,000 sterling, were exported.

The harvest of 1903, however, is the largest on record, being estimated at 78 million bushels, which comes within close reach of the 78 million bushels raised by Canada in 1903. New South Wales, which has hitherto taken third place in Australia, now heads the list with 28,000,000 bushels, Victoria 26,000,000, South Australia 14,000,000, Queensland 8,500,000, Tasmania 1,000,000, whilst even Western Australia shows up with 1,250,000 bushels. Of this total about 38,000,000 bushels, valued at £5,500,000, will be available for export.

The yield per acre in Australia is comparatively low, showing the following approximate averages, during the last ten years of—

10	bushels per acre in New South Wales.
8	" " " Victoria.
5	" " " South Australia.

This does not necessarily indicate inability to profitably raise wheat, and I believe, as a matter of fact, it merely shows that the large areas of land available have led to the adoption of more or less haphazard methods. The yield per acre this year has been far higher, that of New South Wales being estimated at 19 bushels.

The advent of Victoria as a wheat-producing country is a matter of quite recent years, and still more recently has the development taken place in New South Wales. In 1871 Victoria had under wheat cultivation 334,609 acres, and in 1901 2,017,921 acres. In 1871 New South Wales had 154,000 acres, and in 1901 1,580,609 acres. In 1871 South Australia had 692,508 acres, and in 1901 1,918,247 acres.

It was the throwing open for settlement, in small areas, of the

several million acres of the Mallee lands of Victoria, and their connection to the Government Railway system, that brought wheat to the front in that State. The light brush or scrub, which covered the level land was very readily cleared by the simple, though ingenious, method of rolling it down, and consequently the land could be quickly made productive by men of small means. The early results obtained from these virgin soils may, perhaps, not be maintained, but that the Mallee country, of which there is much still unoccupied, will continue to be a large and increasing wheat producer is undoubted.

In New South Wales the extension has taken place in the Riverina district, and more recently in the great belt known as the North-Western and Central, lying on the Western slopes of the Great Dividing Range, of which the neighbourhood of Dubbo and Wellington may be regarded as the chief centre. The rainfall varies from 18 to 25 inches per annum. These districts comprise an area of about 90,000 square miles, and there are enormous tracts of suitable land awaiting the plough. Dubbo is but 180 miles direct from the Coast, and the limit of distance is less than 300 miles.

Any great extension of cultivated area would have to be accompanied, or perhaps indeed preceded, by additional railways. This must be so in every new country which is deficient in natural waterways. Railways must be in advance of requirements, and if the conditions of Australia were well-known to those who criticise her proceedings in this direction, I venture to think that they would come to wonder, not at our prodigality, but at our restraint, and ability to make the lines interest-paying. They would have to fall very far short of doing this before it could be justly said that it was not in the interests of the community for the difference to be made up from the public Exchequer.

In dealing with wheat production I have left out of consideration the question of irrigation, in the belief that, generally speaking, under these conditions it cannot be profitably raised to meet competition in the world's markets; and, moreover, I am of opinion that irrigated lands can, and will, be turned to better account. At the same time there may be areas, having a more or less adequate rainfall, in which the yield of wheat could be profitably increased by occasional watering, i obtained at a low cost.

In catering for the old-world markets, the distance is a handicap to Australia in the case of bulky produce such as wheat, and if we would seriously enter the lists it behoves us to pick up every item of unnecessary expenditure, and by cheaper transport, and the

introduction of wheat elevators and a system of grading, reduce the cost of handling to a minimum.

The cultivation of those very hard varieties used for macaroni manufacture, which grow in much drier circumstances than bread wheats, would probably be very successful over a large area in Australia, as they have been in similar country in America, though the cost of transport to Southern European markets is a serious item.

When investigating this matter in France, I had practical demonstration of the fact, which is interesting in this connection, that large and increasing imports of the grain come from Algeria and Tunisia, and on account of the former being a French Colony, and the latter a Protectorate, they are admitted free. When it is remembered that the duty on wheat is 12s. 3d. per quarter, it will afford a striking instance of what other countries do to develop and foster their Colonies.

To sum up the item of wheat, it is probable that Australia will only become a great wheat-exporting country under some special impetus, but it is reasonable to look to a very considerable development in the near future, as a result of closer settlement and the opening up of the country by the extension of railways. If Canada is to be the Empire's chief baker, we are satisfied to accept a subordinate position, if we can also play the rôle of butcher, dairyman, and vigneron!

BUTTER.

Of all the items of Australia's food production, butter is probably the most promising; the extension of this industry, even during the recent dry years, has been very remarkable, and it is safe to predict an enormous increase as a result of the return of normal seasons. A strong point about dairying is that, with reasonable management, cows, though probably yielding but poor supplies, may be brought through the dry times, and are more or less ready to yield good returns immediately afterwards. Another point is that it is essentially a business for the small man, who obtains regular cash payments for his produce and does not run the risk, or incur the financial disability, of the crop raiser.

Moreover, there is probably no purpose to which land in the Coastal areas of Australia can be put, which is so remunerative as dairying, and on the Northern rivers of New South Wales it is largely taking the place of even sugar-growing. No industry offers such a good prospect for the closer settlement of the Coastal areas,

and great credit belongs to the Victorian Government, which in 1889, at the instance of the then Minister for Agriculture, Mr. J. L. Dow, provided the great impetus by offering bonuses. They were given in this way : £800 for the erection of a butter factory, and £200 for each separating station ; whilst 3d. per lb. was paid on all butter realising 1s. per lb. on the London market during the first year, 2d. during the second year, 1d. during the third, and thereafter *nil*. This was probably the best investment ever made by a community, for from *nil* in 1890 the export rose to 14,280 tons in 1900, and the object lesson thus given to the other States led to its expansion there also, and particularly in New South Wales. At the present time there are in Victoria 600 factories and creameries, and in New South Wales 350.

In 1900 the export of butter from Australia reached a value of nearly two millions sterling; it has since declined owing to bad seasons, but the trade is at the present time in a flourishing position, the arrivals upon this market representing nearly 1,000 tons per week, and with rising prospects for the future. Even during the dry seasons there has been much extension of the farming areas, particularly on the North-Eastern Coast of New South Wales and Queensland, where, previous to the introduction of refrigeration, it was deemed impossible to make butter. But the heat, which was once the obstacle, is now the handmaid, in that it produces, under the fifty or sixty inches of annual rainfall, the marvellous growth of crops and pasture for which these droughtless districts are famed. When I say that on the Richmond River (New South Wales) alone, there were, in 1892, 24,942 dairy cows, and that in 1902 these had increased to 57,567, it will give some idea of the development, for dairy cattle cannot be bought or bred like sheep. Although this is perhaps the richest district we have, I use it merely as an illustration of what will certainly take place in many other parts of the semi-tropical country of New South Wales and Queensland ; and in the more Southern latitudes of Victoria and South Australia there is much expansion to follow. Speaking generally, I regard the dairy industry as only in its infancy in Australia.

It is impossible to say how important a factor in the butter market Siberia is likely to be in the near future. Last year Great Britain received something like 25,000 tons from that source. So far it is not of a high quality, but organisation and modern appliances will do much ; yet there is the disadvantage of a rigorous winter.

The disability of our geographical position, expressed in terms of the cost of cold transport to England, is more than counterbalanced by the cheap and extensive lands, and the advantage of the absence of winter as it is understood in Northern latitudes; and the only country whose competition I see reason to be seriously apprehensive about is Argentina. It has similar conditions, and the same advantage as we have in making butter in summer for shipment to this winter market, whilst it is nearer Europe. Yet the butter, like ours, must cross the Equator and be held frozen, and the freight charge, which on valuable products like this is always relatively light, should only be about $\frac{1}{4}d.$ per lb. less than ours.

Any Australian visiting Scandinavia, and having an understanding of dairy matters, cannot fail to be struck with the wonderful results that are achieved in such a crowded area, and under comparative disabilities of soil and climate, or to realise that a great future is before this industry in Australia as it develops to a higher scientific pitch. Our butter-making appliances are probably equal to anything in the world, but we require the production of a more uniformly high quality, and farm management so as to produce it for export to this and other markets all the year round, and without absolute cessation in dry periods. Any article to secure a reputation on British markets must be uniform in supply, and always before the public, and during the past year New Zealand butter has very nearly achieved this position. Another important point is that our butter should be carried at lower temperatures than have hitherto obtained on the long voyage from Australia, for it is now being found that it keeps far better in the neighbourhood of zero.

Looking at the enormous quantity of butter imported into Great Britain—some 200,000 tons annually—and remembering that Australia in its best year only contributed 17,657 tons to this total, we need hardly fear that at present we shall overdo production, though I look forward to the doubling of our export within the next five years, and am confident that, if it comes to a question of competition, we can produce it as well and as cheaply as any country in the world.

Three items of food production, at present inconsiderable in the Commonwealth, will follow the extension of wheat-growing and dairying, viz., pigs, poultry, and eggs.

DAIRY BY-PRODUCTS.

The market for pig-meat in this country is very large, forming about one-third of the total meat imports, and being saleable as bacon or frozen pork. Its production is found extremely lucrative in Canada and the United States, as it also is in Australia, on the limited scale hitherto attempted. It is especially a business for the smaller man, and will undoubtedly increase under closer settlement. Although more scientific means of treating skim-milk may come into vogue, pig-feeding is at present the most profitable method of its disposal in Australia, and the extension of dairying will mean extension of pig-raising.

Poultry and eggs will also be in surplus supply as mixed farming advances, and the opportunity of sending them across the world in a refrigerated state is fully appreciated. Victoria had made an excellent start in this direction previous to the advent of the recent dry seasons, and may be expected to very soon appear again on the market.

RABBITS AND HARES.

The exportation of frozen rabbits and hares is assuming considerable proportions, the number being something like 12 million per annum, valued at £300,000. The conclusion seems to have been reached that, as the rabbits cannot be exterminated, it is better to make an industry of them. The extent to which they exist may be gathered from the fact that, under the old method, in one year the New South Wales Government paid for the destruction of 25 millions.

SUGAR.

Cane-sugar is an important production in Queensland and parts of New South Wales. The quantity raised is about 140,000 tons per annum, which meets two-thirds of the requirements of the Commonwealth. But a consideration of this industry would lead into the thorny paths of the black labour question, which I am not competent to deal with; and as sugar is not likely to become an item of export to the old-world in face of the competition of European beet sugar, and for other reasons, I leave it with this passing mention. It should be stated, however, that some success has attended the cultivation of sugar beet in Victoria, and a resuscitation of this industry is probable.

In attempting to embody within the limits of a Paper a statement



of the food-producing capabilities of the Commonwealth, it has only been possible to treat, with any degree of fulness, the main industries, and another Paper would have to be written on the possibilities of the many minor products which at present find consumption within its borders. In speaking of Australia it is seldom realised that its diversity of climate and soil is such that, between Tasmania in the South and Queensland in the North, it is possible to produce every description of food known to man, and most of which, indeed, is, to greater or lesser extent, actually being raised.

Australia's great need is more rural population, and I think that many among my audience will have been feeling as they listened, as I have felt as I wrote, that herein lies the weakness of it all—where are the sowers and the reapers for this rich potential harvest?

That these four millions of strenuous, resourceful people have done much is without doubt, and that they will do more is equally certain; but the natural increase of population is insufficient for any young country, and it is evident that the full development of Australia must be brought about by a flow of agricultural immigration.

The Premier of Australia recently referred to this as "the problem of problems," but it is one which I submit concerns the Mother Country also. Professor Boscowen tells us that in that "First of Empires," which he has so vividly pictured from the study of Babylonian and Assyrian lore, it was held to be a sacred duty to cultivate the land. Can it be said that in this latter and greatest of Empires the obligation has diminished? Or has it extended to the development of the lands of our neighbours?

I believe it to be demonstrable that, under organisation, this Empire can be made mainly self-sufficient in food supplies, and at no ultimate increased cost. Whether the consummation of an Imperial scheme to encourage and hasten this development is nigh at hand I know not, but in any case it will appear certain, to those who best know Australia, that this bright jewel in the Empire's crown must ultimately fulfil the high purpose of a great food-producing country, for which it has been destined by Nature.

(The Paper was illustrated by a series of lantern views.)



DISCUSSION.

The CHAIRMAN (Sir Westby B. Perceval, K.C.M.G.) : I think you will agree with me that the Paper has been extremely carefully prepared and of a most interesting character. It suggests such a vista of subjects for discussion, that I am afraid I must remind speakers of the existence of the ten minutes rule. The feature which has been uppermost in my mind during the reading of the Paper, is one which I have no doubt has occurred to all of you, and that is the marvellous recuperative power of Australia. The fact that a country stricken by drought of such a character as Australia experienced for such a long period could only last year produce a record crop of wheat is, I think, the best evidence of the truth of that statement. I only wish to refer to a few points which seem to be important; the first is the necessity or desirability for closer settlement in Australia. I venture to say that the success of New Zealand, to which I belong, was mainly attributable to the policy which has been pursued steadily in that country for many years past, of settling small farmers on the land. Of course I know the conditions in New Zealand and Australia are different, but I know enough of Australia to know that there is a very large area, especially along the coast, which is just as well adapted for close settlement as many parts of New Zealand. It is, I think, a matter of extreme congratulation to all those who take an interest in Australia, that the State Premiers have been invited to consider at an early date the question of an immigration policy. I hail that news with the greatest delight. I feel sure that policy will not receive the opposition which some people anticipate from the labouring classes in Australia. If a properly thought out scheme is wisely submitted to the people of the Commonwealth, I am sure such a policy will be hailed with a welcome voice from all classes of the community, and will be of the greatest benefit to Australia. The only other point on which I shall touch is the question of irrigation. That I think is the lesson which Australia has to learn from the recent drought. By irrigation I mean not only the distribution but the proper conservation of water, and there again we have an object lesson in the Canterbury Plains of New Zealand, which have derived great benefit from the system of open water races through a dry and somewhat poor tract of country. This has been of the greatest benefit to the pastoralists on the Canterbury Plains. It goes without saying that such a plan would be of equal benefit to the people of Australia.

Mr. E. V. REID : I have listened with the utmost pleasure to the interesting, able and extremely instructive address which has just been delivered. Mr. Lance brings to the study of this subject a very wide and extensive knowledge, having in many spheres acquired a practical experience which entitles him to speak as an authority. But there is another point which is material in his favour, and that is that varied and extensive as is his knowledge it is backed up by an enthusiasm which is really infectious, and although I do not endorse all the views he has expressed I nevertheless say it has been to me the greatest pleasure this evening to listen to a man who at this hour of the day and in this city of London has been bold enough to stand up in a public place and speak of the future of Australia in terms of what I may call a healthy optimism. (Why not?) "Why not?" Because our ears have been attuned ever since I came to this country to accents of reproach, and although we may be to a large extent deserving of many reproaches, still we may say to dear Mother England that possibly many of the faults of which we are accused may be attributable to the indiscretion of our bringing up. In days gone by we were the pampered favourite, the "darling" of the Empire ; we had only to ask for money and it was given. We were a young community with a great inheritance, and of course we went the pace naturally enough. It is Sir Walter Besant who says that a great portion of our life in middle age is spent in endeavouring to make provision for drafts drawn on the future by the improvidence of youth. We have drawn in Australia very largely on the future ; we have had to pay for the indiscretions and improvidence of youth. We have been subjected to our period of purgation, but I believe we shall come through that ordeal not only ennobled but wiser. Mr. Lance has taken a somewhat more optimistic view than I might be inclined to take under the circumstances, and I think that perhaps he has done well in not referring to any of those political considerations which might be held to modify his conclusions. It is all very well to have vast sources of wealth, but if you are not going to use them wisely and develop them prudently of what use are they to you ? I think the tactics which are being pursued in the Commonwealth to-day are not calculated to do the one thing that is most essential to the development of Australia, and that is to attract capital and population. In reading over the vital statistics the other day I found that the ratio of natural increase of the population since the year 1861 to the present time has gradually declined. It began with 24 or 25 per thousand and in the year 1902 had gone down to 14, and in that year the net increase over immigration was some-

thing short of 100, so that you see the natural increase of the country has fallen short and has not been supplemented by the introduction of fresh blood from without. Then what are the conditions with regard to the employment of capital? What has happened in the case of Queensland? Millions of pounds were put into the sugar industry; I have lived there, seen its development and marked its vicissitudes. I have known men of means who have gone there, and who have spent there the best years of their lives in developing this industry, and have gone away beggared. Yet in the first year of the Commonwealth's existence Parliament passed an Act whereby the very labour vital to the sugar industry was abolished; not only that, they had before them an object lesson, for Sir Samuel Griffith attempted the same thing some years ago. He said he never meant his legislation to apply to the Kanakas, whom he regarded as an economic necessity, but like many public men he underrated the political forces behind him. Mr. Herbert Spencer speaks of the great force of political momentum which pushes a man further than he wishes to go, and although Sir Samuel Griffith did not wish to sacrifice the Kanakas, knowing that that would be ruin to the industry, still for a time he had to obey the behests of party. But Sir Samuel was an honest man—

[Mr. Reid concluded abruptly, mistaking the striking of the clock for the chairman's bell.]

The Hon. Sir HORACE TOZER, K.C.M.G. (Agent-General for Queensland): I desire to associate myself with the congratulations to my colleague Mr. Lance for his most instructive and interesting address and for the beautiful illustrations which followed it. I entirely endorse his observations as a whole, and especially am I pleased that a mercantile man repeats my advice concerning the value of immigration. If emigrants are wisely selected at this end, liberal assistance given towards transport, and there is a proper organised system of distribution in Australia, every emigrant going there must contribute to the national wealth and make employment for others already there. To recruit emigrants from towns is an absolute waste of money, and is the pregnant cause of there being so many discontented and unemployed persons in the principal towns of Australia. I hail with pleasure the projected meeting of Commonwealth and State Ministers to discuss this important subject, and would strongly advise the repeal of all restraining legislation against white labourers because of its injurious effect, and to remove the impression which undoubtedly exists here, that the working classes of Australia do not welcome immigration. I

have lately visited Canada where I saw immigrants streaming in thousands; already 150,000 having gone there last year, whilst Australia ceases to attract even a few. The cause is apparent. Canada and her provinces join in promoting immigration, declare it to be their national policy and avowedly support the distribution with money and land. Australia makes no effort. With regard to the ticks, they made their appearance first ten years since and have done their worst. Their ravages were confined to the coast districts, the sun apparently destroying them in the back country. They will probably extend as elsewhere only just so far as the natural conditions permit, and though still a nuisance and expense are not causing the wholesale losses they did at first, the young cattle being less disposed to the diseases the ticks carry with them. It is gratifying also to notice that in spite of the unprecedented drought there does not appear to be any diminution of the flow of artesian water through the numerous bores, and that irrigation from this source is more extensively and profitably carried out. Mr. Lance has wisely confined his Paper to Australia's capabilities as shown by her proved exports. I would like to go further, and estimate what Australia could produce with a larger population, by giving Queensland as an example. I do not take Queensland because it is the State I specially represent, but because I have their data; possibly the other States would prove my contention very much better. Of Queensland's 480,000,000 acres, half a million only have ever been under cultivation. The adult male population approximates 150,000, about the same number of people that visited the Glasgow Exhibition daily. Allowing for such as are employed in the cities and in other branches of industry such as mining and pastoral, it would be fair to estimate that never more than 50,000 males are engaged in agricultural pursuits. Now what do these produce in the way of food? Sugar, wheat, maize, oats, rye, rice, potatoes, arrowroot, coffee, fruit, butter, cheese, hay and cotton. In one year the exports were valued at almost twelve millions sterling, and the high-water mark has reached for sugar 164,000 tons, wheat 1,700,000 bushels, maize 3,500,000 bushels, oats 42,000 bushels, malting barley 277,000 bushels, rice 38,000 bushels, potatoes 50,000 tons, arrowroot 6,000 tons of tubers, pumpkins 57,000 tons, coffee 186,000 lbs., butter 10 million lbs. weight, cheese 2½ million lbs. weight, wine 150,000 gallons, hay 178,276 tons, and cotton (recently) 269,000 lbs. If this can be produced by 50,000 male adults from half a million acres in a year, and that a dry one, what can be produced from all Australia in the best seasons

with, say, even twenty times this number engaged in this industry ? Take the maize crop alone presently ; this is used in Australia mainly as a food for animals. Cross to the U.S.A., and there you will find a good maize crop means more wealth to America annually than all the operations of Wall Street, a wider use being made of it. Australia can produce this crop equally well if not better. The average yield per acre in Queensland for maize is 22 bushels and for wheat 20 bushels ; and in 1894 this State alone possessed 7 million cattle and 20 million sheep, and exported dead meat worth £1,600,000 sterling. I have visited almost every portion of the British Empire, and can certify there is nothing in general which cannot be produced in some portion and with reasonable facilities for transport as cheap as in any other part of the globe. What the Empire wants is to take full advantage of its national relationship, and then neither in peace nor in war need there be any anxiety on the score of food supply. Mr. Lance is to be congratulated for having so clearly shown the capabilities of Australia in this direction, and particularly at the present time, when the subject is so prominently before the public of the United Kingdom.

Dr. T. STORIE DIXSON (University of Sydney) : An author known to some of us, King Solomon, wrote an important Paper called "The Proverbs," and I think Mr. Lance's Paper resembles in view of its valuable advice that, rather than another important Paper called "Lamentations." As a doctor in New South Wales, I had occasions, in connection with investigations concerning consumption, to visit the Darling Downs, which took me over some curious country. One thing which struck me was that there was a depth of rich soil simply marvellous, which only cried out for water. When you consider what Australia was in the past and what has already been done, it is wonderful. Of all the countries in the world, this was probably in the past the least populous. Even in the far north there is but little evidence of civilisation to indicate that people came over from other adjoining countries ; this shows that the climatic conditions from time immemorial have been most repulsive. But the white man has practically taken from death its sting ; that is to say, a country which could not support human beings to any extent will in future support an enormous population. As shown by Mr. Lance's Paper, we have to thank Mr. H. C. Russell, the Government Astronomer, for doing more than is popularly believed to bring wealth to New South Wales. Attention has been called to the enormous underground reservoirs, the consequence of which is we know where to get the water which the black man could not find.

Turning to another point, I should say, from what I have seen in America, that we are by no means making use of our knowledge as we ought in regard to the preservation of milk. What we want is more skilled labour to make the most of the material we have: Take for instance the question of freezing as opposed to chilling meat. You can understand how freezing will spoil the fibre by the expansion of the water at the point of congealing, and what we have to grasp is, that chilling if effectually carried out will do quite as well as freezing, and probably in the long run be more economical and better preserve the flavour. In coming across from California it was pointed out to me that large areas of arid land had been turned into lovely gardens—gardens of Eden—by means of irrigation. Their irrigation is not nearly so difficult as ours, seeing that the water there is obtained, even in case of artesian wells, far more easily than in Australia, but I am proud to think the people of my native country have shown such an amount of confidence in themselves, of pluck and of perseverance, under circumstances so adverse as to appal any but the most brave hearted, as shown in Mr. Lance's Paper this evening.

The Hon. ALFRED DOBSON (Agent-General for Victoria and Tasmania): It was a very happy inspiration on the part of Mr. Lance to give us the Paper which he has read to-night upon Australia and her food products, and I think he has entirely succeeded in carrying conviction with him in the points he started to prove. I think the first object really was to draw attention to the actual food products which exist in Australia, and to the vast potentialities in this direction which Australia enjoys. There could be no doubt that next to the mining and wool industry the production of food is one of the greatest factors in the prosperity of Australia. It is just as well, I think, to remind the public of the existence of these food products, and of the fact that in time to come, and when a good market exists, they can be produced in enormous quantities—products of all kinds coming from the tropical north and the more temperate south. As an example we find that while in 1871 there were only 384,000 acres under wheat cultivation in Victoria, in 1891 there were 2,000,000 acres under cultivation, and as to butter, while in 1891 there was none exported, ten years later the exports amounted to 14,280 tons. Let me give one other instance of how rapidly, where there is a market, food products increase. In Tasmania the total exports of fresh grown fruit, jam, and pulp rose from £224,000 in 1899, to £446,000 in 1902 : that is to say, the export of fruit almost doubled in about two

years. During the present fruit season twenty-seven ocean-going vessels will call at Hobart and bring nearly half a million bushels or cases of apples, which much exceeds the record. The supply of fruit which could be exported by Tasmania alone if payable markets existed is in fact almost unlimited, and there is no doubt Victoria could largely increase its output. Of course Mr. Lance did not pretend to deal with all manner of articles, but I may mention as one closely allied to fruit, that a successful industry has sprung up in Victoria and Tasmania in the making of pulp from fruit, a trade which I hope to see increasing. There is one point which must be seriously considered by all interested in this matter, for there is no disguising the fact that we are considerably handicapped by the cost of freight to this country, and I ought not to talk only of the English market, because now we can talk of the South African market also for some of our products, and I believe that some day we shall have a European market as well, that is to say, a market in France as well as in Germany. Already I am in correspondence with people in Germany with a view to establish there in addition to a trade in timber a trade in fruit, and I am informed that there are thousands of people in Germany who would be willing to pay a fair price for apples if they could be got there. But what we want to see in order to make this industry flourish is some means of conveying the produce more cheaply. Fancy going into a shop in London and paying 2d., 3d. or perhaps 4d. for one single prime apple which brings the producer in Tasmania next to nothing. I only mention apples for example. Think what a splendid food they are for the people. If we can get an improvement in that direction, I feel sure a larger trade will spring up as an example of what co-operation will do (for co-operation is another matter which ought to be considered when dealing with the food products of Australia). I may mention that already co-operation has done enormous things for the production of butter in Victoria, and I find by the latest papers to hand that a Company has been started called the Victorian Fruit Growers' Co-operative Company, whose object is to carry on their business in the most economical manner. This Company has succeeded in making the best shipping arrangements that have ever been offered to growers in Victoria. Through the efforts of this Company we find that freights will be from 6½d. to 10½d. per bushel of apples lower than hitherto. For instance, the Aberdeen Line is to charge 2s. 10½d. a case, the Blue Anchor Line 8s. 1d., and the P. & O. and Orient Lines 8s. 2½d. That is the greatest reduction on the freight which has been

obtained hitherto, and I suppose that as time goes on we shall have not only the rates reduced but improvements effected in the refrigerating machinery. One more remark and I have done. One does not know, of course, what will be the result of the present fiscal agitation—don't be alarmed ; I am not going into the question. Of course an Agent-General, at least according to my idea, ought to regard himself merely as the servant of his State, and has therefore no right to talk politics, but at all events I do not think I shall be guilty of any impropriety in saying that one cannot help regretting there should be so many narrow-minded and silly people who think that they can burke discussion on what after all is a very difficult question, and one which is of immense interest to the whole Empire. But, however this may be, let us hope that the discussion will result in good for the Empire of which Australia is an integral part.

Mr. R. McMILLAN : Just a few words on this Paper, which is one of the best I remember to have heard. Mr. Lance speaks of the impetus given to the production of butter by offering bonuses. Now, as a free trader, I object to bonuses, but this was a most excellent thing for Victoria, for a little judicious help goes a very long way in developing an industry, and Australia wants a little judicious help to-day. I hope she is going to get it. I think Queensland (of which we have heard to-night a good deal) has a great future before her, but I have to complain that, being connected with Queensland, when I used to go there they searched my baggage at the borders, and that I felt to be a most unfriendly, unbrotherly thing to do. I fought for the Commonwealth for all I was worth, but I knew we should have to pay a price for it. The rule of the world is "nothing for nothing, and very little for a shilling." We have to pay for being united but we have got inter-Colonial free-trade, and we are one people. Australia is a better country now because we are one people, and I want free-trade in the Empire. Australia is capable of enormous things with the little judicious help to which the reader of this Paper has referred.

Sir FREDERICK YOUNG, K.C.M.G. : In common with everyone in this room, I join in thanking Mr. Lance for his admirable and valuable Paper. My object in rising is just to allude to one of the points which you, Sir, in your excellent opening speech, mentioned on the subject of the policy of small areas being adopted for settlement in the Colonies. As one who was associated with Edward Gibbon Wakefield, the founder of the great Colony of New Zealand, so long ago as 1839, I happen to know that was an essential part of his

admirable plan for colonisation. A few years after, also, as manager of shipping for the Canterbury Association, I sent out under its auspices some 1,200 or 1,500 of the first colonists to Canterbury, and I knew a good deal in those early days of the celebrated Canterbury Plains to which you have referred. Thus I am able to say that this particular plan was prominently in the minds of the founders of the Colony of New Zealand.

MR. ROBERT DUNCAN: I have for some time been a member of this most useful Institution, but have never had the privilege of addressing it. I rise now merely to make one remark, which, although somewhat bearing on politics, is not an observation of a party nature. We have the privilege of hearing gentlemen from all parts of the Empire, who can speak with knowledge and authority on the important questions on which we desire to be instructed. In regard to the question which must be in the mind of all of us, that is, whether in the future we are going to have a preference within the Empire or not, I think we must all admit that the great population of the old country requires, and must have, cheap and abundant food, and I think this lecture must have impressed upon us that we need have no fear that that food in the home countries will be either dear or scarce while it comes in free from the great Empire under our old flag.

MR. J. H. GEDDES: I have listened with great pleasure to the interesting and practical address from the esteemed commercial representative of New South Wales, who is so thoroughly conversant with the producing interests of our great Commonwealth. In my opinion a statement from such a source has a most important bearing upon the fiscal controversy now convulsing Great Britain, and practically the whole Empire, for the main question is surely not the time-worn issues of either free trade or protection, but simply as to the effect a tax upon food supplies would have upon the cost of manufacture; therefore it behoves the agriculturists of the Empire to accept the challenge and prove that their own immense, comparatively undeveloped areas of production, with a slight stimulant in the developing stages only, would serve to supply all the requirements of the Empire, with no appreciable increase in prices. Thus, the total imports of Great Britain in 1903 were approximately £542,000,000, of which £232,000,000 may be classed as food supplies: to render the Empire self-supporting we should require to apportion off, say, half the grain, flour, meat, butter, fish, representing a total of £92,000,000 to the British producers, and a similar amount to the Colonial producers,

to which would be added £41,000,000 for tea, sugar, coffee, tobacco, and one-third of the wine imports, or £138,000,000 in all. Could the British producers contribute this? If not, how much? Might I be pardoned for suggesting that the Colonial Institute should follow up the admirable Paper of Mr. Lance, which the necessarily limited time will not permit me to dwell upon, by an invitation to British and Colonial representatives to practically state their case in a series of Papers extending throughout the season, and so be the means of contributing valuable light and information which should be heartily welcomed by both parties upon this most important subject in its bearing upon the future of the Empire.

The CHAIRMAN : It is now time to draw this discussion to a close, and I will ask you to give a hearty vote of thanks to Mr. Lance for his admirable Paper. Departing from our custom, I will ask an old friend of ours to second the motion, Dr. Parkin, who is, as you are aware, now engaged on an imperial work of great moment—I mean the administration of the Rhodes Scholarship Fund.

Dr. G. R. PARKIN, C.M.G., M.A., LL.D. : I have great pleasure in complying with the Chairman's request that I should second the vote of thanks, and my pleasure is the greater from the fact that I have just had the privilege, for the second time, of taking a bird's-eye view of the States of Australia. Travelling with one's eyes open, even in a rapid journey, many impressions to which reference might be made naturally fix themselves on the mind. But first let me say with regard to the Paper we have just listened to, that nothing strikes me about it more than the extreme care with which the facts are arranged, and the great moderation with which they are stated. That is an important consideration. As a colonist, I have always urged my fellow-colonists not to exaggerate the advantages of things abroad. It does not pay in the long run. The speaker has not concealed the difficulties of Australian life. Travelling all over the Empire, a feeling which constantly impresses me is the marvellous range of training and discipline which our race is getting in different parts of the world. If an emigrant goes to Canada he has to fight conditions of frost; in Australia he has to fight conditions of drought. Well, our race has the fibre which has made us the strongest in the world, and we should not object to conditions in different parts of the world which are going to retain that fibre for us. Difficulties were made to be overcome. If you want to see the way in which some can be overcome, I would advise you to go to Australia. The other day I was at Perth. I travelled up country through a desert for 880

miles on a single line of rail, with a water-pipe two feet nine inches in diameter beside it, and at the end of that distance I found 60,000 people depending on that little railway for all the food, and the tube for most of the water they used. Truly an amazing achievement! Look at the moral energy and courage, the political and industrial faith involved in it. Of course, at the end of that line they were producing several million sterling per annum of gold. That kind of courage makes a great nation, and I, for one welcome these difficulties and obstacles. One word about the cheapness of Australian production and its abundance. I remember fourteen years ago when I went to Queensland first, I was much struck with the statement that growers considered they were richly repaid if they could get 1½d. per pound for their beef. The other day the ship on which I came home had on board nearly £700,000 worth of gold from Western Australia, and 900 tons of Victorian butter. This is an illustration of the wealth which is pouring into this country from these Colonies. In the course of my visit to South Australia I drove from Adelaide to Marble Hill, and I venture to say, after having during the last nine months seen large parts of Canada, the United States, New Zealand, and other countries, that I have never witnessed intense cultivation (gardening) carried on with greater perfection and better results than in South Australia. There is one word of criticism which I have to offer with regard to the Paper, and which applies, I might almost say, with one or two exceptions, to all my Australian friends. There was a certain Scottish theologian who, when he came to a difficult text, used to say, "This text presents great difficulty; let us look it boldly in the face, and—pass on." I am reminded of this when you come to the question of sugar and black labour in the North, and the all-important labour question in Australia, together with the question of whether you really wish for British emigrants or not. I want to say this as my own personal opinion. Much has been said by Mr. Lance and others about small culture which is, no doubt, very true. But I believe that Australia, as a whole, is really a place for working on a large and extensive scale. If there is any country in the world which ought to encourage capital and deal with things on a large scale, it is Australia, and as long as Australia discourages capitalists and men of wealth from going there, as long as industry is not allowed to work in those natural channels which encourage wealth to employ itself there, Australia cannot do justice to its own vast possibilities. I have every sympathy with the labouring man who is trying to make a paradise for himself.

But I will make this criticism. Wages are not so high in Canada as they are in Australia, yet the working man in Canada gets more comfort than the working man of Australia. When they asked me a while ago in Australia, hearing the great reports of industrial progress of Canada, whether I would advise them to go to Canada, I replied "No. I was brought up on a Canadian farm. You talk of your eight hours a day. There are often times when you would have to work sixteen hours a day in Canada, and the Australian, with his view of labour, had better not go there." But my point is this—the moment you put wages up to an abnormal figure, all the cost of living, rents and everything, go up too. The wheels of industry are clogged by these exceptional wages; capital is prevented from coming, and the workman does not find himself in a greater paradise than before. My firm conviction is that if Australia would stop supporting labour in an artificial condition by money borrowed in this country, and if every workman were free to use his energy to the best of his ability without limitation, within five years' time Australia, from its vast natural resources, would become one of the richest and most solvent countries in the world. You cannot have a great and prosperous country in these days without a large population, and a large population can only be drawn by favourable industrial conditions. Rightly or wrongly, there is a settled opinion in this country that Australia does not wish for emigrants, even from the Mother land. If right, this impression represents a selfish and mistaken policy on the part of a people inhabiting a country the size of Europe; if wrong, Australian statesmen and people should take the most energetic means of correcting the impression. I cannot tell you how valuable is the service which I think is rendered by this Institute in securing men like Mr. Lance, who know the conditions about which they are speaking, to come and state them clearly and fairly to you. I have, therefore, much pleasure in seconding the vote of thanks.

Mr. C. C. LANCE: I am very much obliged to you for your hearty vote of thanks. In dealing with a subject like this you will understand that there are difficulties presented to me, not only on account of the comprehensiveness of the subject and the difficulty of condensing the matter within a reasonable compass, but also on account of my position as an Australian Government official. And on that ground I may say as regards Dr. Parkin's criticism that my failure to go into the black labour and other political questions is one for which I may perhaps be excused. There is just one point

raised by Mr. Reid. He said we had fallen off very much in regard to the natural increase of population. I don't think he quite accurately stated the case. If there has been a decline in the natural increase, the Australian figures, according to Coghlan, still compare favourably with other countries, and the excess of births over deaths is about 15 per thousand per annum, against about 12 per thousand in Great Britain.

A vote of thanks was, on the motion of Mr. Lance, given to the Chairman, and the proceedings closed.

FOURTH ORDINARY GENERAL MEETING.

The Fourth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, February 9, 1904, when a Paper on "Ceylon from 1896 to 1903" was read by John Ferguson, Esq., C.M.G., M.L.C.

The Right Hon. Sir J. West Ridgeway, G.C.M.G., K.C.B., K.C.S.I., a Member of the Council of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 15 Fellows had been elected, viz. 5 Resident, 10 Non-Resident.

Resident Fellows :—

Colonel David Bruce, R.A.M.C., F.R.S., William S. Coutts, Robert C. Nesbitt, Lieut.-Colonel Sir Richard Temple, Bart., C.I.E., Vivian Thomas.

Non-Resident Fellows :—

His Excellency Sir John Anderson, K.C.M.G. (Governor of the Straits Settlements), T. Storie Dixon, M.B., C.M. (New South Wales), Joseph Peasod Harper (Federated Malay States), E. H. Lewis (Transvaal), Surgeon-Lieut.-Colonel John E. March, M.D. (New Brunswick), Colin A. Murray, I.S.O. (Ceylon), Eardley B. Reece (Gold Coast Colony), M. J. Schierhout (Cape Colony), George Smith (Thursday Island), William A. Stoughton (Canada).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN : Mr. Ferguson requires no lengthy introduction from me. It is sufficient to say that there is no one to whom Ceylon could more readily and more competently entrust the brief for its defence, or, rather, the case justifying its claims upon the attention and consideration of the British public than Mr. Ferguson. Mr. Ferguson has ably and persistently, for many years—I may say for a lifetime—laboured in the cause of Ceylon, and his name, like that of his distinguished uncle—who, like himself, was decorated by his sovereign in recognition of his services—is a household word in Ceylon. No one can pretend to intimate acquaintance with the history and conditions of Ceylon—social, economic, and statistical

—who has not studied Mr. Ferguson's numerous writings ; and his "Directory" is a mine of information in which, as I can vouch, a Governor has occasion daily to delve in search of facts and statistics. I think I have said enough to satisfy anyone who is not acquainted with Mr. Ferguson's antecedents and qualifications—if there be anyone here who is not acquainted with them ; and I think you may rely implicitly on the accuracy of any information he gives you.

Mr. Ferguson then read his Paper on

CEYLON FROM 1896 TO 1908.

DURING the past twelve years Ceylon has been on several occasions brought under the notice of members of the Royal Colonial Institute. But, as the first and most important of the Crown Colonies—the scene of administrative experiments of interest and advantage to the Empire at large—the island has special claims on the attention of an institution which is so peculiarly devoted to Colonial affairs, and more particularly when, as in the present instance, progress is represented by a growing trade, a rising general revenue, and a rapidly increasing population. The fact that a general census has taken place since Ceylon was last before you, affords of itself some justification for a fresh Paper on the subject of the island being added to the Proceedings of the Royal Colonial Institute.

On the present occasion I have specially to deal with the events and the progress of the past eight years. But inasmuch as there is certain to be not a few in this large and varied assembly who cannot claim any personal acquaintance with the island or its past history, I think I may be pardoned if I refer to some of the salient points which make Ceylon one of the most attractive as well as important of British Dependencies. It is full of interest not only to the visitor or globe-trotter, the administrator, the merchant, and capitalist ; but also to the historian, the antiquary or archæologist, the zoologist, the mineralogist, specially to the botanist, and to the civil engineer who wishes to study railways, harbour works, sanitation or irrigation tanks on a great scale in the tropics. Again, in respect of tropical agriculture, Ceylon has long led the way in the culture of palm trees (coconut, palmyra, areca, kitul, &c.), of spice-yielding plants (its cinnamon and cardamoms being the finest in the world), as also of coffee, cacao (chocolate), and tea, which has become the greatest of its modern industries ; while

india-rubber, cotton, fibres, and camphor are incipient industries which may yet afford lucrative investments to colonists and steady employment to many of the settled or immigrant population.

To illustrate the wide interest taken in Ceylon, it is only necessary to recall that it possesses one of the most ancient as well as authentic of histories, verified by stupendous monuments and ruins, by rock inscriptions and coins. In the Sinhalese, with their list of 160 kings, we have one of the most interesting of Aryan peoples sprung from the same Caucasian stock as ourselves, and it is almost without parallel in history that so small a nation (numbering less than a million when the British took Ceylon, increased to nearly two and a half millions in the hundred years since), separated by the length of India from their old home, should have maintained their national existence in a small corner of South-Eastern Asia against the many millions of Dravidian Tamils, so many of whom invaded and settled in Northern and Eastern Ceylon. The Sinhalese have for over 2,000 years maintained their own language, social and national customs, including distinctive dress, their Buddhism mingled with demon worship, certain peculiar laws (modified and improved in British times), and their cultivation and preparation of the finest cinnamon bark in the world, as well as of the products of the coconut palm. They are for these and other reasons among the most interesting of Oriental peoples, and were highly civilised and cultured at a time when our forefathers in the United Kingdom were in a very primitive and backward condition.

But the population of Ceylon includes not only $2\frac{1}{2}$ to $2\frac{1}{2}$ millions of Sinhalese (divided between the low country and the Kandyan highlands), but also about a million of Tamils—nearly half of whom are Coolie immigrants from Southern India who come over for work, mainly on the tea and other plantations, as well as on the roads and general public works, and in the lower grades of domestic service. Then we have a stalwart race in our “Moormen”—or Arab descendants—numbering some 200,000, whose ancestors came originally as traders from Arabia, and who peculiarly favoured Ceylon with their presence before the Portuguese or any European race was heard of in Asiatic waters, because they believed that “Serendib” (as they called it) was the home, after Paradise, of our first parents, and accordingly they called the most prominent mountain Adam’s Peak, and located many of the adventures of Sinbad the Sailor in the island. But the great object of the Arabs was trade and the products of the Malayan Peninsula, as well as of the Eastern Archipelago, and Far Cathay or China,

together with those of Ceylon itself, were exchanged at ports established near Manaar, Colombo, and Point-de-Galle, for goods brought overland, or through the Red Sea, and round the coast of the Indian Ocean, from Europe. In this way the ships of Solomon may have been served from Ceylon. At any rate we know that Ceylon cinnamon found its way to Rome in the time of the Emperor Augustus, while in the fourth century A.D. the Sinhalese kings sent embassies in succession to the Emperors Claudius and Julian, as well as about the same time to the Emperors of China. It was no wonder that the Arab Moormen traders aided the Kandyans to fight against the Portuguese and Dutch ; but in British times they have settled down into a peaceable industrious people, content with the abundant scope afforded them in local trade. We have in addition to these some 25,000 Tamil, and about 13,000 Malay, Mohammedans. Of the aboriginal Veddahs—wild men of the woods who share with the Australian blacks the repute of having the smallest brains and being the most backward of the human race—about 4,000 remain. Altogether some seventy races or nationalities are represented in the Ceylon census, from Abyssinians and Kaffirs to Armenians, Jews, and Chinese. Our native community in Colombo is therefore a very varied and interesting one ; the capital city altogether numbers about 160,000 people, while the island—a little less than Ireland in extent—has now close on $3\frac{1}{4}$ millions of people, of whom only 6,500 (men, women, and children) are British or European born, including the military detachment, while about 25,000 represent the Dutch and Portuguese and mixed descendants, known as Burghers, educated and dressed in all respects as Europeans. So much for the census of 1901 (with the figures estimated up to date), which also shows, among other things, that we have 7,800 Buddhist priests of three different sects in Ceylon ; besides 1,753 devil-dancers or demon exorcisers, 276 astrologers, 224 fortune-tellers, and over 100 fakirs or devotees.

The great interest taken in Ceylon by the other nations and peoples of Asia is proved by the attractive names bestowed upon the island by the Hindus, the Burmese, Siamese, and Chinese ; there is also the prominent place given to Lanka ("the resplendent") —the Sanskrit name of the island—in the mythical poems of ancient India ; while its conquest by Rama in search of his queen Sita is the theme of the "Ramayana," one of the oldest epics in existence. You perhaps know the story of how Sita, the beautiful queen of Rama, was carried off by Ravana, the demon chief, and shut up in the highest jungles of Ceylon ; and how Rama's army in pursuit was

stopped by the sea until Nala and Hunuman, kings of the monkeys, helped by armies of squirrels, raised a bridge between the mainland and the island. This coral reef is now known as Adam's Bridge, because the Arabs believed that Adam and Eve crossed by it, and it is over this same reef that the engineers are some day to construct an Indo-Ceylon railway. Then Hunuman set fire to the forests in Ceylon, and so helped Rama to recover his bride. Now we have, to this day, names in our lofty highlands between Nuwara Eliya and Horton Plains, which show how the old legends have been located. There is, for instance, a mountain stream between Nuwara Eliya and Hakgalla known as the "Seeta-Ella," showing the route of the ill-fated queen when led into captivity. Indeed as regards 2,500 years of legend, as well as authentic history, it is true of most of Ceylon (as of the borders of England and Scotland) that every valley has its battle and every river its story or song. And there are the ruins of the ancient capitals of Anurādhapura and Pellamaruwa, only second to those of Egypt, to carry down the interest to our own time. Is it any wonder, then, that during a railway tour of 6,000 miles in India which I made two years ago (since I last lectured before this Institute), whenever I mentioned to a guide or temple priest (in Jaipur, Delhi, Lahore, Agra, Benares, or Orissa) that I was from "Lanka," there was at once interest and inquiry—more or less intelligent, sometimes amusing, as when I was asked in Rajputana if there were still many demons as well as armies of monkeys in our jungles! Equally interested in news of Lanka have I found Buddhist priests in China and Japan. So that I think I have afforded some reasons why you should be attracted to Ceylon, its history, and people—apart from the development and progress within the past decade of which I have now more particularly to treat.

PROGRESS SINCE 1896 : RAILWAYS.

In dealing with the progress made in Ceylon since 1896, and its present condition and prospects, I must mention that I have had the great advantage of referring to the very elaborate and important Review of his Administration prepared by our Chairman this evening (Sir West Ridgeway) before he laid down the reins of government. A more valuable State Paper, I may say, has never been bequeathed by any Governor to his successors. It must be mentioned that I did not at all expect to be honoured with Sir West's presence in the Chair when I undertook the task of briefly bringing the progress made during his *régime* under your notice.

I cannot help, therefore, being a little personal ; for, as many of you know, progress in a Crown Colony, where his Majesty's representative is clothed with almost despotic power, depends perhaps more on the personal character of the Governor than on any other element or condition whatsoever. Now before entering into details, let me say that Governor Ridgeway will long be remembered in Ceylon for his extended, prosperous, and successful administration. Only two previous British Governors, both military men, ruled as long—namely, Sir Robert Brownrigg, Bart., 1812 to 1820, and Sir Edward Barnes, Wellington's Adjutant-General at Waterloo, 1820, or more properly 1824 to 1831. If Governor Barnes (with the aid of Major Skinner and others) was our great "Road-maker," Sir West Ridgeway may well be called our great "Railway-maker." For he made himself responsible for three separate locomotive lines : (1) the Northern, on the light broad-gauge from Kurunegala, through Anuradhapura to Jaffna and the port of Kangesanturai on Palk's Bay, 198 miles in all, which will be opened throughout next year ; (2) the Colombo and Kelani Valley line to Avissawella and Yatiyantota on the two and a half feet gauge—already working for 48 miles and which is likely to be extended 27 miles more to Ratnapura, the "city of gems" and capital of the largely undeveloped province of Sabaragamuwa ; and (3) the Nanu-oya-Nuwara Eliya-Udupussellawa mountain line, also on the two and a half feet gauge, already opened to Nuwara Eliya and shortly to be working for its whole length of 19 miles. Next come the very large appropriations of public money for "Irrigation," a new and separate department being formed, so that, apart from detached works in nearly every province, a whole chain of restored tanks and irrigating channels is being constructed in the neighbourhood of the Northern Railroad, at intervals, for 150 miles or so from Kurunegala northwards. It is no wonder, then, that anticipations are being entertained as to an increase of cultivation in what is, at present, a comparatively unoccupied part of the island, during the coming decade. The expectation is of an increased area in rice-growing, a great extension in coconut palms, in cacao, tobacco, gingelly, &c., and of new and important industries in cotton, perhaps in sugar and ramie or other fibres—possibly an extension in the cultivation of rubber-yielding trees, and, as good judges think, experiments in stock-raising—cattle and goats. At first the Northern Railway, to be opened next year, can have comparatively little traffic ; but the line has been very economically constructed—running, as it does, through the driest and flattest part of the country—and it

can no doubt be worked at a minimum of expense until such time as new industries are developed. So economical has been the outlay per mile (£3,700) for this light broad gauge that when the Admiralty and War Office decide, in agreement with the Colonial Office, on an extension from Kurunegala or Anuradhapura to Trincomalee, it will no doubt be on the same gauge, as also the branch to Batticaloa, which would connect the administrative capital of the Eastern Province with the railway system of the Colony. The Kelani Valley railway, although on a much narrower gauge, has cost a great deal more—about £7,500 per mile—but that is because it runs through one of the very rainiest divisions of the country, subject to floods in each monsoon season, so necessitating many bridges, culverts, and waterways, as well as many sharp curves. There are also numerous stations required in proportion to the mileage, because the traffic in passengers, produce, and goods is so abundant. This line is therefore certain to be profitable, almost from the first, and especially when opened to Ratnapura. The Nanu-oya-Udupussellawa railway is also to cost more than was anticipated, being about £5,500 per mile; while, financially, it is an experiment as a feeding line which only actual experience can justify or condemn. The importance, however, of connecting the Sanatorium (Nuwara Eliya) with the island's railway system and of relieving traffic pressure on mountain roads cannot be denied; and the hope must be that for the further feeding lines required in the planting districts more economical means of construction may be devised, and perhaps (as Sir West Ridgeway suggests in his closing review) in districts where water in river or waterfall is abundant, electric motors and lines may be utilised. In the low country one important section of railway that has still to be made is the line from Colombo to Negombo-Chilaw-Puttalam—about eighty miles—one half of which runs through the very richest native district in the island, for whose passenger service alone a steamer on a canal, several horse and bullock coaches, and many "hackeries" (small two-wheeled gigs with tiny Sinhalese bullocks who run like deer) do not at present suffice; while around and beyond Chilaw lie extensive-coconut plantations and large reserves of Crown land, which would be readily bought at enhanced prices for palm culture when a railway is sanctioned. Governor Ridgeway granted a Commission of Inquiry, whose report, it is to be hoped, may come under the favourable notice of his successor and of the Secretary of State. It is quite possible that a light broad gauge might suit for this line—after the pattern of the Northern line, more especially as the first

few miles from Colombo to Ragama could run alongside the existing Colombo-Kandy Railroad, so effecting a saving in bridging, &c. Sir West Ridgeway has been constant in regarding his Northern line as a great step towards that Indo-Ceylon Railway which is to connect our island with Southern India, and the advantage of which the present writer first brought under the notice of the London Chamber of Commerce by a Paper which included engineering estimates in March 1897. Since then the South of India Railway has been extended to the coast opposite Paumben, and very soon it will be carried on to Rameswaram temple. The Ceylon authorities may well be urged to construct the section from Madawachchi to Taladi, the extremity of Manaar Island, some fifty to sixty miles, leaving the bridging of Adam's Reef—twenty-one miles—to be dealt with by the Imperial, Indian, and Ceylon Governments jointly. The Manaar section of railway is of special importance in connection with Coolie immigration; for the stream of Indian labourers to and from Ceylon is bound eventually to be concentrated on this route, and to be distributed by the several railway lines to the various planting centres without touching our principal towns.

The economy of a narrow gauge in construction is usually associated with readiness to run round sharp curves and climb high altitudes; but in Ceylon the consulting engineers have not been afraid to introduce chains as small in radius as five chains on our main line, and to climb with this $5\frac{1}{2}$ feet gauge to a higher altitude than any railway on a similar gauge has ever attained before.

As regards some part at least of the unexpectedly heavy cost of two of our new locomotive lines, I cannot help finding an explanation in the frequent changes among the executive engineers on our railways. Each fresh man has to gain acquaintance with the country, with the character of the labour, of the material, &c., at the expense of the Colony. An engineer who has won his spurs by finishing a railway ought to be worth a great deal more to a tropical colony than a new man fresh from home. But hitherto the rule has too much been—owing to the spasmodic way in which our extensions have been sanctioned—to get a fresh batch of engineers for every new section of line. I hope this will not be the case in reference to the Ratnapura, the Negombo-Chilaw, and the Maanar projects. Of course I admit, as in the case of the Kelani line, that the Government has sometimes to part with engineers it would fain keep, through a breakdown in health or resignation from unavoidable circumstances. But I am considering the whole history of our railways since I first met Sir Guildford Molesworth

as chief resident engineer and Mr. Faviell, as contractor for the Colombo and Kandy line, in the year 1863.

Meantime, before I leave the subject, let me say that Governor Ridgeway found 297 miles of railway in Ceylon in 1896, and that he left us, in November last, with a mileage open or under construction—all to be completed before the end of 1905—which will bring the total up to 562 miles. To this we want to add as quickly as possible three sections aggregating 127 miles, and, later on, about 250 to 350 miles additional, before the Colony can be said to be properly served. In connection with the Colombo-Chilaw proposal, I may mention that, if the Government does not want to take it up, a private limited company could, I believe, be readily formed to construct so desirable a line; but, personally, I should be sorry to see this undoubtedly profitable section detached from the rest of the Government system of Ceylon railways.

COLOMBO HARBOUR.

We must now turn to the Colombo Harbour Works. It is well to remember that the foundation-stone of the first and great South-west Breakwater was laid in January 1875 by His Majesty the King, then Prince of Wales. It is a good omen to have the name of King Edward VII. associated with the greatest artificial harbour in the Eastern seas, perhaps in the Empire. According to an eminent Frenchman—lately Governor of Madagascar—the harbour is the most important in the Indian Ocean, if not in the Eastern seas altogether. This is owing (1) to the very central situation, which makes Colombo the great calling and coaling port for steamers to and from Europe, Australasia, China, and the Far East, Calcutta, Rangoon, and even East and South Africa; (2) to the readiness and safety of access to our harbour all the year round—Ceylon being free from the volcanic disturbances appertaining to Java and its neighbourhood, from the cyclones of the Bay of Bengal, and from the hurricanes of Mauritius; and (3) to the speed and skill shown in effecting shipping repairs and refitting at the several Colombo Iron and Marine Works, even without a dock, but which convenience will be enormously increased when the new Graving Dock—one of the largest in the world—now under construction is completed. The initiation of this important undertaking, the advance towards completion of the North-west and North-east Breakwaters, the construction of a Patent Slip, coaling depot reclamations, new jetties, warehouses, &c., have all to be credited to the past eight years, and Colombo may now be truly said to be

a port of much Imperial importance. There have been those among us who dreamt that the day might come when it would become a free port, like Singapore and Hong-Kong, in which case it might eventually rival these great centres in its shipping and trade. But be that as it may, it is satisfactory to know that for the nineteen millions of rupees already expended, and even the five millions yet required to be spent (say £1,600,000 in all), there is the certainty of a satisfactory financial return, making the harbour and dock a reproductive asset to the Colony, apart from the great convenience and inducement to trade. The coaling trade alone of Colombo has grown to an enormous extent; there are often nearly 200,000 tons of coal lying in the coaling depots ready for steamers from all quarters and of all nations. There is still another project, for which a survey, plan, and estimates have been made by Messrs. Coode, Son, & Matthews—namely, the creation of an inland dock in a portion of the city at present lying in waste swamps which would accommodate some twenty-five to thirty of the largest ocean-going steamers, to unload or load as required, in case of pressure on the six hundred acres of accommodation in the present outside artificial harbour. It is well to have this supplementary scheme made available; but construction may have to depend on whether a scheme to cut a canal near Paumben and form a dock harbour for Southern India, in the island of Ramiserrwam, prove a success; and also whether the canal to be made by our American cousins across the Isthmus of Panama is likely to take away shipping and trade for China and Japan that now find their way through the Suez Canal and call at Colombo.

IRRIGATION.

I have already touched on irrigation and the great activity manifested through the establishment of a separate department in restoring old tanks and constructing new channels. This is a branch of public works of peculiar interest and advantage to the natives; but I maintain that no less is every mile of railway constructed in the island, and important in the same way are our harbour works. Even taking no higher ground than on account of the thousands of Ceylonese who find profitable and permanent employment in connection with our harbours, docks, and railways, the great advantage to the people of the island will be readily understood. The European—the colonist in Ceylon—is, with few exceptions, comparatively a bird of passage; but for the Sinhalese, the Tamil, the Moorman, and Burgher, all this development of great

public works is a matter of immense as well as lasting industrial and social importance.

Still more locally important are new roads and bridges, which open up fresh and backward districts in the island ; and here the record for the past eight years is a specially good one, including, as it does, 180 miles of new roads and some 200 miles of previously unsatisfactory roads greatly improved ; while 300 new bridges have been constructed. What this means to the natives as well as colonists, only those who have resided in tropical districts, with rivers subject to floods involving the stoppage of all traffic, can properly appreciate. Besides these new bridges, some 450 iron structures have been substituted for more or less temporary wooden bridges.

Then we come to new public buildings, of which I could enumerate over a hundred in law courts, prisons, police stations, colleges ; but particularly in hospitals. All such may be said to be in the direct interest of the mass of the people ; but more especially would I mention the vast benefit conferred by the British Government on the natives of Ceylon (as well as of India) in a direction scarcely ever followed by their own rulers in the previous 2,000 years of their history. I refer to the establishment of public hospitals and dispensaries, with a fully equipped medical service—surgeons, physicians, and nurses—throughout the length and breadth of our island, backed by a Medical College in Colombo, with special asylums for lepers, the insane, the aged, &c., while a Victorian Memorial Eye Hospital and School for the Blind (started on the happy thought and initiation of Lady Ridgeway) is likely to be one of the most attractive as well as most useful buildings in our metropolis. To the credit of our community, and especially of many native philanthropists, I may mention that much private aid has been given to supplement public money for many of these institutions.

Time would fail me to tell you further of all that has been done to promote sanitation and a good water supply in our minor as well as large towns in Ceylon during the past eight years. Colombo is having its splendid water supply main duplicated, and under the direction of Mr. Mansergh a scientific system of drainage has just been commenced for the city. How Sir West Ridgeway and his advisers have fought against the introduction of the plague, which again and again reached our shores in the shape of spasmodic cases from India, would require a chapter in itself to do justice to it. Most admirable have been the Governor's plans for regulating

Coolie immigration so as to prevent either plague or cholera finding a lodgment; and the result has been a great triumph in the complete immunity of Ceylon, while we know how terribly Bombay, Hong-Kong, and even Mauritius have suffered and are still suffering.

I can only in a word refer to the improvements effected in our principal towns—Colombo, Kandy, Nuwara Eliya (the Sanatorium) especially—through private as well as official enterprise and interest of late years. Harbour and railway works are effecting a great change in the capital, though the Grand Central Railway Station has still to come. Many new buildings have been erected in the Fort, as well as in the Cinnamon Gardens, of Colombo, which are a credit to the city and community. Electric trams have proved a great public convenience, and may be judiciously extended with advantage. Electric lighting here, as in Kandy, has been successfully introduced, but Colombo is mainly dependent on gas (eighty miles of mains), the supply of which has been greatly improved by incandescent arrangements during recent years, while gas engines as motors are very numerous, and cooking by gas common in our hotels. Electric lighting, again, is common on many tea plantations, both for factories and bungalows.

A matter of great administrative importance has been the provision of proper surveys of the island—topographical, trigonometrical, block, and cadastral—and here our Chairman's experience as a Political and Settlement Officer in India in his early years was of immense advantage to Ceylon, for it has set us in the right way to get these and other indispensable works carried out, including a Mineralogical, and we trust soon a Geological, Survey. Seeing that Ceylon has been immemorially noted for its deposits of valuable gems, and that the mining of plumbago has grown to be a great native industry and an important branch of our export trade, the future commercial importance of these departments will be readily understood. Still more important will be the issue of a complete cadastral survey, and proper registration of lands and of title-deeds appertaining thereto, enabling Ceylon perhaps to follow India in establishing a scientific as well as an equitable system of taxation, and thereby freeing our ports (Colombo especially) of several antiquated, out-of-date imposts. A Commission on the Incidence of Taxation, appointed by Governor Ridgeway, has yet to report, so I will say no more on this branch of my subject, or touch on the great fiscal question which absorbs public interest in the United Kingdom at present, save to mention two facts connected with Ceylon which may astonish some of you a good deal. One is

that the Mother Country at the present moment taxes the tea of Ceylon nearly 100 per cent. *ad valorem*, a strange way of encouraging the staple industry of a dependency ; * while as regards food taxes, all grain (chiefly rice) imported into the island pays a customs duty of nearly 10 per cent., without any corresponding excise levy. This has been the case ever since the abolition of the Paddy Rents or Tax in 1892, so that, with the consent of the Cobden Club expressly given to Lord Knutsford, three-fifths of the people of Ceylon have for twelve years paid a tax on their rice, while two-fifths of the population and the rice-growing Sinhalese and Tamils eat rice which is both free of tax and protected. It is neither just nor politic to continue a customs duty on the staple food of a people, "many of whom are living on the verge of want." There is much need, therefore, for a readjustment of the incidence of taxation in Ceylon.

Another important matter as regards the people is PUBLIC INSTRUCTION, and more especially elementary Vernacular, and, if possible, Industrial and Agricultural Education. Now here I am bound to say that though a great deal remains to be done, a most satisfactory, even gratifying, advance has been made during the past eight years. It is not saying much, perhaps, but still it is well to know that Ceylon as a Crown Colony is far in advance of India in respect of public instruction, and the expenditure from the general revenue (apart from private sources) has increased between 1896 and 1903 by over fifty per cent., and now amounts to between four and five per cent. of our total income. There are some who think that education should take precedence of public works, but all who have had experience of Colonies like Ceylon will agree with Lord Stanmore (as quoted by Charles Kingsley in "At Last") that the first (and most potent) means of extending civilisation in such countries is found in roads, the second in roads, the third again in roads ! And yet in India and Ceylon railways are even greater educators than roads ; for they do a notable work in levelling caste and in destroying superstition, while also promoting migration from overcrowded to unoccupied districts. In about thirty-five years the number of schools in Ceylon has increased from less than 100 to over 2,000, while in twenty years the number of pupils has risen from 100,000 to close on a quarter of a million, out of a total of children of a school-going age not exceeding 350,000 to 400,000.

* It may be said that such a tax only affects the consumers, but it is proved in practice to affect the pockets of producers by keeping down both the consumption and the price of the product so heavily taxed.

The Director of Public Instruction, in fact, estimates that three-fifths of all the children in Ceylon who should be in school are now being educated. Let us, to be on the safe side, say even *one half*, and the progress is very notable for a country like Ceylon with its $3\frac{1}{2}$ millions of people. Nevertheless, we want more schools, for the sooner the other two-fifths or one half are reached the better, not only for their own sake, but for that of the whole Colony, and especially for agriculture and industry generally. In this connection I have always regretted that the Ceylon Government fifteen years back, when the scandalous abuse of Buddhist temporalities by the priests became so notorious, did not take the sense of the people concerned, through their village councils, head-men, or elders, as to appropriating one half of such incomes for the vernacular, and especially industrial instruction of their children. Of late, however, much has been done in introducing some agricultural and industrial training in many schools, while the Technical College in Colombo, which had only 60 pupils in 1896, having been reorganised in 1897, has now over 250 lads who are being trained to useful industrial pursuits. Before leaving education, I may refer very briefly to an interest recently manifested in London in the instruction of the children of the immigrant Coolies on Ceylon plantations. Seeing that, in addition to the 290,000 to 250,000 Sinhalese, Tamil, &c., children now being educated, there are 100,000 to 150,000 more to be reached by the Ceylon Government, the proportion of Coolie children to be educated, numbering perhaps 30,000, scarcely justifies the prominence given to their claim, more especially as public instruction in the Madras Presidency, whence these Coolies come, is far behind the position attained in Ceylon. Nevertheless, personally I should like to see primary vernacular instruction given to all these Coolie children as soon as possible ; but I must say that for this as much responsibility, or more, applies to the owners of plantations as to the Government. Some proprietors have done their duty for many years back in establishing estate schools ; there can be no fair reason why all should not follow this good example, and if the grants which the Government now give to well-conducted schools are utilised, the expense to individuals will be very little. It is, however, absurd to speak of anything like "compulsion," for one difficulty even now is to get the Coolie children to attend school or their parents to send them. I speak from experience ; for I have maintained such a school near a hill residence for some time back, and yet not one half of the children from the adjacent estates

who ought, can be induced to attend it, even for a couple of hours daily. Still, the personal influence of each Estate Superintendent goes a long way, and every plantation, or group of plantations, should make a trial under the liberal system of grants-in-aid provided by the Government, and I especially commend this suggestion to the directors of all plantation companies connected with Ceylon.

Education is undoubtedly one of the best remedies to apply to what is a great evil in Ceylon—namely, the prevalence of serious crime and the increasing consumption of arrack and other intoxicating liquors. It is a striking fact that ignorance (inability to read or write their own language) is most prevalent in some of the strongest Buddhist districts—so greatly have the priests neglected their immemorial duty as teachers of the village boys—and that the percentage of crime is also very heavy in such districts, as well as where the arrack distilleries are located and illicit sales are known to prevail. There is seriously important work before the Ceylon Government in suppressing illicit sales of arrack and toddy, and to this end in reforming the present Arrack Monopoly system, in my opinion. But as a further check on homicidal crime, so prevalent among the Sinhalese, the Government should get leave to send prisoners sentenced to penal servitude for life away to the Andaman Islands, or some similar station; for Sinhalese Buddhists dread nothing more than being sent as prisoners away from their own land. Even “hanging” to many of them is not so repellent. While on reforms yet to be effected, I may mention the opium habit, which within the past fifty, and especially the last ten, years has been growing in many of our Sinhalese villages, especially in the Western Province. A naturally effeminate people, they specially deserve protection, and as Buddhism forbids the use of any drugs, the licensed village opium shop, with its strong temptation, should be abolished and the opium drug (invaluable in its right place) should only be sold on medical prescription or to parties registered at the Government dispensaries. The poppy never having been grown or opium prepared in Ceylon, nor any shop licensed for its sale till British times, our case is entirely different from that of India; while smuggling into an island would be far more difficult than across a long borderland, as between China and Burmah.

One matter of great importance to the Colony, the Government, and especially to the whole native community of taxpayers, is the settlement of WASTE LANDS, so as to preserve what is Crown, that is public property, from the intrusion of fraudulent native claimants.

The necessity for official action in this direction was made apparent sixty years ago, and an ordinance passed which, however, has only been acted on spasmodically at intervals since. But here, again, our Chairman's experience of land settlement operations in India was of great service in Ceylon, and much good work has been done both in defining and recognising *bona-fide* native claims and in rescuing forests and other lands from injury by trespassers.

The FOREST DEPARTMENT, as reorganised, has also done good work, though a great deal more remains to be overtaken as the surveys progress towards completion. The reorganisation of the Covenanted and Subordinate Civil Services, and also of the Clerical Service, by Sir West Ridgeway has been fraught with much advantage to the Colony, though I can only mention the fact in a sentence. In some respects Ceylon has the cheapest postal and telegraph rates and service in the world, and the working of these as well as the telephone reflects credit on the Government department. That the first of Crown Colonies should have, like India, a gold standard (although silver is the principal medium of currency) is worthy of mention, as a recent introduction.

Of more practical importance to the local industries on which the prosperity of the island is chiefly dependent has been the creation of a scientific staff—Mycologist, Entomologist, Analytical Chemist, and Superintendent of Experimental Plantation—to aid the Director of the Royal Botanic Gardens. This great step forward will always stand to the credit of Sir West Ridgeway, and is fraught with benefit to the native cultivators of rice, of palms, or of grasses yielding essential oils, as well as to the European planters of tea, cacao, rubber, cardamoms, camphor, pepper, &c.

COFFEE AND TEA.

I may now turn to the great Planting Industry of the Colony, premising that "coffee," which twenty-five years ago was the staple, yielding as a maximum five million pounds sterling worth for export each year, is now practically a thing of the past—not £50,000 worth being grown in a year. How "coffee" utterly failed, to the ruin and disappearance of many of our planters, while many more bravely held to their posts, first planting cinchona, and then tea and cacao and cardamoms, and more recently india-rubber trees, camphor, and pepper, is a matter of modern history in Ceylon, and one full of romance as well as of illustrations of indomitable pluck and perseverance. Nothing ever recorded in the annals of agricultural or planting industry elsewhere in the world affords quite a parallel.

For, as Sir A. Conan Doyle writes in one of his works : " Not often is it that men have the heart, when their one great industry is withered, to rear up in a few years another as rich to take its place, and the tea fields of Ceylon are as true a monument to courage as is the lion at Waterloo. My story concerns the royal days of coffee-planting in Ceylon before a pestiferous fungus drove a whole community through years of despair to one of the greatest commercial victories which pluck and ingenuity ever won." Let me say that the five million pounds sterling worth of coffee in a good (rather the maximum) year in the " seventies " is now represented by tea, cacao, cardamoms, and rubber to a value not less than £5,350,000—tea alone making up for the coffee. We may now run over the several branches of the existing planting industry in Ceylon.

TEA: POSITION AND PROSPECTS.

The progress of the Tea-planting Industry (and its allied products) during the term of Sir West Ridgeway's government may be readily seen from the following statistical table :—

Extent planted in Acres.

Year	Tea	Cacao	Cardamoms	Rubber
1896 . . .	330,000	21,000	4,850	100
1897 . . .	350,000	23,100	5,050	300
1898 . . .	370,000	25,260	5,153	750
1899 . . .	385,000	27,000	6,800	900
1900 . . .	392,000	29,000	6,841	1,200
1901 . . .	388,000	31,500	7,530	2,500
1902 . . .	385,000	33,000	8,621	4,356
1903 . . .	386,000 ¹	35,000 ¹	9,746	11,630

Exports of Tea and Allied Products.

Year	Tea	Cacao	Cardamoms	Rubber
	lbs.	cwt.	lbs.	lbs.
1896 . . .	108,141,112	31,	452,595	17,591
1897 . . .	116,054,567	34,503	532,830	8,981
1898 . . .	110,769,071	36,982	531,473	2,792
1899 . . .	129,894,156	42,475	449,959	7,910
1900 . . .	148,431,639	38,476	537,455	8,238
1901 . . .	146,299,018 ²	44,549	559,705	7,392
1902 . . .	148,991,241 ²	60,455	615,922	21,168
1903 . . .	151,120,009 ²	60,000	919,418	42,000

¹ Including native gardens.

² Including green teas.

The rise in the green tea manufacturing industry has all been within the last five years ; thus in 1901 the shipments were of green

tea 1,110,774 lbs., in 1902 they equalled 2,796,844 lbs., and in 1903 they became 8,647,664 lbs., so greatly relieving the pressure on the black tea markets.

For several years now the tea industry has had the great advantage of a watchful and competent scientific staff, under Mr. Willis's direction, at Peradeniya, and various insect and fungoid pests have been kept in check or entirely removed through attention to timely warnings and instructions. There is still, in many districts, great need for watchfulness and care; but it is satisfactory to know that, on the whole, Governor Ridgeway leaves the tea enterprise in the field, as in the market, in a healthy and even vigorous condition—this being testified to by the satisfactory reports recently published on the condition of the very oldest (up to 86 years) and richest tea plantations in the island. The good done in developing a fresh demand for our teas in America and on the Continent of Europe, through the Cess and Planting Commissioners, must not be overlooked. The outlay on the Paris Exhibition in this department was for this reason well bestowed, and still greater results may be anticipated for Ceylon tea from what will be shown and done at the St. Louis Exhibition in the present year.

In 1895, out of a total tea export of 97,989,871 lbs. only 12,186,582 lbs. were diverted from the London market; in 1902 no less than 45,447,869 lbs. went to other countries out of a total export of 148,991,241 lbs.; while in 1903, of black and green teas nearly 54½ million pounds were so diverted out of a total 151,120,000 lbs., thus relieving the great pressure of Indian and Ceylon teas in too abundant supply for even so great a market as that of London. This can be seen more clearly as follows:—

Export to United Kingdom and other Countries of Black and Green Teas.

Year	To United Kingdom	To Russia	To Australia	To other Countries
1895 . . .	lbs. 85,753,939	lbs. 333,548	lbs. 9,379,561	lbs. 2,478,423
1902 . . .	103,543,932	11,599,553	18,718,794	15,128,962
1903 . . .	96,716,508	14,410,890	19,759,353	20,223,663

It is noteworthy that America took 7,480,427 lbs. of green tea and 6,508,648 lbs. of black tea in 1903.

The CACAO planting has been intimately connected with the old coffee industry (now practically defunct) as well as with tea; and its expansion in the eight years of Sir West Ridgeway's rule from 21,000 to about 35,000 acres, including native gardens, while the

export of the product has increased in the same time from 81,000 cwt. to about 60,000 cwt., is very satisfactory.

CARDAMOMS is another product cultivated along with or alongside of tea in certain of the planting districts, and it has increased greatly in importance as an industry since 1895. The area under cultivation has just about doubled from 4,850 to 9,746 acres ; the export rising in proportion from 415,595 lbs. to 910,000 lbs. Latterly there has been a fear of over-production in this as in tea ; but the steps taken to interest new markets in Australia and America, as well as in Europe, may be hoped to prevent any further lowering in price.

Most satisfactory in every way is the development of the new industry in the growing of trees yielding india-rubber in certain of our planting districts. We all agree that there is no risk of over-production here, and Ceylon rubber has already secured a very high character and good price in the London market. Long may these be maintained. Up to 1896 very few Para rubber trees can have been planted out. Now, of all kinds, the calculation is that the equivalent of nearly 12,000 acres are planted, and the total export last year is 40,000 lbs. This is the beginning of a trade which may well expand during the next five or six years to annual shipments of from 1½ to 2 million pounds, worth perhaps between £300,000 and £400,000 sterling. It is quite evident, too, that in place of being limited to 10,000 acres, as was thought a few years ago, rubber (in its several ready-growing and remunerative species) may yet cover as great an extent as cacao, or 35,000 to 40,000 acres in Ceylon, and the trees on this area ought, when in full bearing, to yield from 7 to 8 million pounds a year of the crude product which is so much in demand in Europe and America.

To the above must be added the very important but more purely native industry in the planting of coconut, palmyra, areca, and other palms. The first-named, it is estimated, covers 650,000 acres, and new districts have been opened in South Batticaloa and beyond Chilaw during the past eight years ; while a great extension is expected north of Kurumgala, with the aid of the new railway. There is also much valuable Crown land which could be readily sold at good prices when the railway from Colombo towards Puttalam is sanctioned. At present the annual crop is estimated at 1,000 millions of coconuts, much of this being used for food by the people ; but the exports in nuts, oil, copra (the dried kernel), desiccated coconut for confectionery, coir yarn, and fibre equals £1,400,000 a year, or a fifth of our total export trade. There is

room for bringing 200,000 more acres of coconut palms into cultivation. In the northern and drier districts the palmyra palm is a favourite, and its culture might be widely extended; while it is believed the date palm would prove a success. The scope for extending rice cultivation in Ceylon is considerable, and there is much need, seeing that Ceylon imports as many as nine million bushels of rice every year, paying India close on two million pounds sterling for the same, and this import has gone on increasing ever since the local rents on rice fields were abolished and protection established. It is to be hoped that irrigation and the Northern Railway may work a change.

But our chief hope is that a new industry in the cultivation of cotton (now so desired from British Dependencies) may be established in the North-Central Territory; and the Ceylon Government has very wisely established an experimental plantation. English capitalists, as well as all interested in the development of our Crown Colonies and in cotton-growing, should have their attention specially drawn to the great advantages appertaining to investment in this part of Ceylon as compared even with the Soudan or parts of East or West Africa. For, apart from easy railway transport and a comparatively good climate—bound to improve every year with cultivation—there are the surplus millions of India to draw on for labour. True, Coolies from the old Southern India districts have not been so ready to emigrate of recent years as the Ceylon planters could wish; but for a big industry in cotton a special class of cotton-cultivators might be drawn from the Deccan or some other cotton-growing district, more especially if the inducement of gradually securing land for themselves was offered. There is also room for growing fibre-yielding plants—ramie or rheea especially—as well as tobacco, cacao, and perhaps sugar; and some are sanguine that stock-raising could be made profitable in our North-Central regions.

I must not omit to refer to the important departure made by the Governor in reference to the PEARL OYSTER FISHERY of the Gulf of Manaar, "a harvest of the seas" which has enriched the Ceylon exchequer from time immemorial: in the native era, under the Portuguese and Dutch, as well as in British times. The total net receipts during the past 100 years—notwithstanding long intervals when (the banks being bare of oysters) no fishing took place—exceeds one million pounds sterling; and the fame of the Ceylon Pearl Fishery has spread all through Asia, and even Europe and America. Now the services of Professor Herdman, F.R.S., and his

talented assistant Mr. Hornell, have been called into requisition, and, apart from the establishment of a Marine Biological Laboratory, there is good hope of rendering the fishery at any rate more continuous and reliable through culture experiments; while improvements in regard to dredging and diving, as well as in washing the oysters, are in contemplation; and a new industry may be started in the culture of sponges, &c.

In this connection it is a mystery that an island like Ceylon, with fishermen all round its coast and an ocean rich in FISH, should yet have to import no less than £250,000 worth of salted and dry fish, chiefly from India and the Maldives. Moreover, in view of Dr. Jonathan Hutchinson's conclusions as to the relation between the eating of fish, often in an ill-cured or unsound condition, and leprosy, it may be a question whether the authorities should not exercise a stricter check on such imports, and especially on the sale in Colombo and up-country bazaars of evil-smelling so-called "dry fish." A local industry in fish-curing and salting ought to turn out a more reliable article of food if the island's fisheries were duly extended.

That there can be no slackening in the construction of Public Works for some time to come in Ceylon is shown by the anticipated expenditure on undertakings already mentioned, as given by Governor Ridgeway in his farewell Review:—

	1904 Rs.	1905 Rs.	1906 Rs.
Harbour	2,000,000	2,000,000	700,000
Railways	1,521,000	—	—
Irrigation	1,100,000	545,000	—
Water Supply	1,200,000	—	—
Railway Buildings	150,000	150,000	128,000
Railway Feeder Roads	362,000	—	—
Kaduganaya Incline	265,000	70,000	—
P. W. D. Offices	50,000	75,000	—
	<hr/> Rs. 6,648,000	<hr/> 2,840,000	<hr/> 828,000

These amounts are apart from railway extensions (and other works) to be sanctioned, I trust, before 1905. It should always be remembered that every mile of railway opened means a considerable saving in the annual expenditure on upkeep of roads, which is often very considerable.

Ceylon has still a great field in unoccupied jungle-land (in the North-Central, Eastern, and Southern districts as well as in the hill country) for the sportsman who wants to shoot his elephant, bear, cheetah, wild buffalo or wild pig, apart from the sambhur and

other deer. A "Game Preservation Act" has checked wanton destruction of recent years, especially in the case of hare and deer (a valuable food resource to the people), and of elephants, so useful when trained and so prized by Indian Rajahs to add to their retinue. In forty years Ceylon has exported over 2,200 elephants, chiefly to India, and these are generally valued at from £40 to £60 each; but latterly the export has fallen off. It is considered by good authorities that the total of elephants now roaming in the Ceylon forests may number about 3,000 of all ages. As many as 200 elephants in a single herd and 100 of wild pig have been seen together in past years in our jungles.

A great advance has taken place in the local Defence (Volunteers) Corps during the past eight years under official encouragement. The following figures and contrast are of special interest:—

Ceylon Volunteers—Strength of.

	1896	1903
Artillery	129	161
Mounted Infantry, &c.	165	223
Light Infantry	868	1,257
Planters' Rifle Corps	—	712
Cadet Corps	—	454
Sergeants, Instructors	13	16
	<hr/> 1,175	<hr/> 2,823
Total cost to Government £7,500		£12,500

Ceylon had the honour of sending two contingents—one of mounted and one of ordinary infantry—to South Africa during the war, and Lord Roberts wrote in high praise of their services and conduct. Still further, Ceylon came to the aid of the Imperial Government in taking charge—at the instance of Governor Ridgeway, who fearlessly incurred much personal responsibility and trouble and even criticism—of 5,000 of the Boer prisoners who were interned in one of the healthy uplands of Uva—now established as a Camp of Exercise for Soldiers and Volunteers, as well as forming a Naval and Military Convalescent Station. The prisoners were so dealt with that the large majority returned home at the close of the war, not only taking the oath of allegiance to his Majesty, but expressing gratitude for the considerate way in which they had been treated, and with an entirely new idea of the vast extent of the British power and resources. It will be remembered that for some fifteen to sixteen years Ceylon relieved the Imperial Government of all responsibility for the charge of Arabi and his six colonel colleagues who were banished from Egypt for

rebellion. The survivors, including Arabi himself, were finally allowed to return home in 1901.

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the news of the death of the good and great Queen-Empress Victoria was received by all classes of the community; while in April 1901 the visit of the Heir-Apparent and her Royal Highness the Princess of Wales *en route* to Australia was the occasion of an extraordinary outburst of enthusiasm.

REFORMS—AND CONCLUSION.

It is very satisfactory to note the liberal tone adopted by the new Secretary of State, Mr. Lyttelton, in reference to the attitude of the Colonial Office not only towards self-governing, but also towards Crown Colonies. For in Ceylon there are certain improvements in a broadening and liberalising sense which are required in both our Legislative and Executive Councils. Indeed, in respect of the former the Indian Legislative Councils are more liberally constituted, although Ceylon has always been regarded as far in advance of her big neighbour from an educational and social as well as material point of view. The total annual trade of Ceylon is now equal to one-tenth that of her big neighbour in value, although India is 70 times as large and nearly 100 times more populous. The British Parliament has granted concessions to India which have not yet been given to the first of Crown Colonies. And yet there is not the slightest risk of Ceylon giving trouble, financially or morally. The whole public debt of the Colony does not equal three years' revenue, and is far more than represented by the State-owned railways alone (among local reproductive works); for our railways could be sold, if advisable, for much more than the amount due to the public creditor. On the other hand, a more peaceful as well as loyal community does not exist under the benevolent sway of King Edward VII. than in Ceylon; so that this "Eden of the Eastern Wave" may well be

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APPENDIX.

COMPARATIVE STATISTICAL TABLES.

[From Sir West Ridgeway's Official Review of his Administration of the Affairs of Ceylon, 1896-1903.]

Financial Position.

	1896. Rs.	1903. Rs.
Revenue	20,983,808	29,356,000¹
Expenditure	21,151,619	26,827,221 ²
Surplus	[Deficit of Rs. 168,811]	2,528,779 ³
Insular debt	68,738,889	74,374,642
Annual charges on debt	3,140,872	3,893,921
Cash balances (1st August)	5,199,237	3,697,462
Invested balances	3,713,300	6,037,206

Arrack.

	1896.	1902.
Arrack revenue	Rs. 2,525,818	Rs. 3,493,575

Botanic Gardens Department.

	1896.	1902.
Expenditure	Rs. 45,044.16	Rs. 99,987.77
Staff (European)	3	8

Colombo Port.

Warehouse accommodation	sq. ft. 157,388	sq. ft. 248,811
Quays, jetties, &c.	17,382	53,486
Colombo Harbour revenue	Rs. 1,115,000	Rs. 1,650,000

Crime.

	Population	3,278,490	3,626,574
Murders	134	146	
Grievous hurt cases	476	447	
Cognisable offences	18,071	17,374	
Convictions and committals	9,397	12,229	
Cases tried by village tribunals	39,587	41,214	
Summary cases in Police Courts	72,621	77,323	
Petty crime	Number tried for offences against person	22,620	23,043
	Number tried for offences against property	24,931	26,003
Serious crime	Number tried for offences against person	874	797
	Number tried for offences against property	719	1,055

¹ Estimated, on basis of actual revenue for first nine months; includes proceeds of pearl fishery, Rs. 827,278.

² Estimated expenditure for 1903 less expenditure chargeable to surplus funds plus pearl fishery expenditure.

³ Estimated.

Crime—continued.

Cultivated Areas.

Areas planted with—	Acres [1896].	Acres [1903].
Tea	330,000	. 386,000
Coconuts	650,000	. 650,000-850,000
Cacao	21,000	. 35,000
Cardamoms	5,000	. 10,000
Rubber	600	. 11,000

Currency.

	January 1, 1896. Rs.	November 1, 1903. Rs.
Note circulation	10,165,000	17,111,090
Silver reserve	5,549,897	1,553,299
Gold reserve	Nil	7,164,510
Investments	4,615,102	8,393,280

Education.

Expenditure	1896. Rs. 632,819·50	1902. Rs. 952,273·31
Number of Government schools . .	477	515
Number of aided schools . . .	1,096	1,424
Total number of Government and aided schools	1,573	1,939
Number of pupils in Government schools	44,252	59,512
Number of pupils in aided schools : .	90,229	129,891
Number of pupils in Government and aided schools	134,481	189,408
Total number of children receiving education	169,834	226,407
Number of schools in which English is taught	145	195

Forest Department.

Revenue	Rs. 472,980	.	Rs. 360,260
Expenditure	" 468,375	.	" 268,598
Surplus	" 9,605	.	" 91,667
Revenue of Central Timber Depôt	" 92,289	.	" 124,548
Total area reserved	acres 54,250	.	acres 489,632
Total length of demarcation lines	miles 678	.	miles 4,645
Enumeration surveys	—	.	acres 142,488

¹ Including pupils in unregistered schools.

Irrigation.

Expenditure	1896. Rs. 281,927	1902. Rs. 779,714
Staff :—		
(a) Supervising	6	25
(b) Subordinate	32	74

Medical Department.

Total expenditure	Rs. 1,352,393	Rs. 1,797,489
Expenditure on construction of and additions to hospitals and dispensaries	„ 109,683	„ 154,094
Reimbursements for services rendered	„ 252,792	„ 337,823
Total number of medical institutions	346	509
Hospitals	66	76
Dispensaries	279	431
Number treated in hospitals and dispensaries	728,819	1,041,615
Number of qualified medical officers	124	134
Nurses	48	89
Apothecaries and dispensers	194	252
Vaccinators	101	108
General Hospital, Colombo :—		
Beds	305	469
Admissions	7,876	16,035
Nurses { (a) European	13	16
{ (b) Others	4	8

Opium.

Amount imported	lbs. 14,975	lbs. 21,278 ¹
Revenue from Customs duty	Rs. 14,975	Rs. 42,556 ²
Revenue from licenses	„ 2,400	„ 21,205 ³

Population.

	Census of 1891.	Census of 1901.
Europeans	4,678	6,300
Burghers	21,231	28,482
Sinhalese	2,041,158	2,330,807
Tamils	728,853	951,740
Moors	197,166	228,034
Malays	10,183	11,902
Veddas	1,229	3,971
Others	8,341	9,718
Total	3,007,789	3,565,954

Post Office and Telegraphs.

	1896. Rs. 768,874	1902. Rs. 1,050,014
Expenditure	„ 914,739	„ 1,125,157
Revenue from—		
Sale of postage stamps	„ 542,082	„ 706,088
Commission on money orders	„ 59,464	„ 69,336
Telegraphs	„ 144,852	„ 192,192

¹ Population increased over 10 per cent. since 1896.² Duty doubled in 1897. ³ Licenses sold by auction.

Post Office and Telegraphs—continued.

	1896.	1902.
Staff { (a) Supervising . . .	6	9
(b) Subordinate . . .	947	1,118
Number of money orders issued .	236,985	897,706
Amount of money orders issued .	Rs. 6,478,428	Rs. 9,815,240
Local parcels dealt with .	204,042	273,594
Foreign parcels dealt with .	45,789	104,482
Letters posted . . .	—	11,444,868
Post cards . . .	—	1,948,244
Newspapers, &c. . .	—	4,504,896
Telegrams { (a) Inland . . .	156,803	426,399
(b) Foreign . . .	49,096	85,211
Post offices . . .	140	150
Telegraph offices . . .	66	86
Village and railway "receiving" offices . . .	147	190

Printing Office.

Employés	200	303
Expenditure	Rs. 161,196	Rs. 238,158
Pages printed	18,007	38,626
Size of <i>Gazette</i>	pages 4,804	pages 17,290
Books bound	89,554	284,284
Railway tickets printed	5,007,712	4,577,479
Value of stampwork printed	Rs. 179,737	Rs. 99,075
Forms printed	20,050,784	82,047,716

Public Works Department.

Total expenditure ¹	Rs. 3,437,862	Rs. 4,628,067
Expenditure from votes on Public Works Annually Recurrent	„ 1,823,558	„ 1,874,387
Expenditure from votes on Public Works Extraordinary	„ 1,219,106	„ 1,428,020
Expenditure from loan money	„ 79,969	„ 572,148
Personal emoluments	„ 395,197	„ 489,088
Expenditure on—		
New roads	„ 176,563	„ 271,733
Additions and improvements to roads	„ 227,447	„ 275,800
Upkeep of roads	„ 1,239,800	„ 1,652,481
New bridges and repairs to bridges	„ 154,471	„ 230,682
Upkeep of bridges	„ 50,176	„ 80,362
Prisons	„ 30,284	„ 8,576
Hospitals	„ 109,683	„ 154,094
Police stations	„ 17,243	„ 45,408
Post offices	„ 1,432	„ 28,736
Government Factory—		
Total amount spent	„ 277,148	„ 741,241
Expenditure on labour	„ 90,373	„ 223,227
Expenditure on materials	„ 178,502	„ 500,558
Employés	„ 490	„ 1,062
Mileage of roads in Ceylon	miles 3,492	miles 3,647

¹ No statistics kept.² Including commutation money and private contributions to grant-in-aid roads.

export of the product has increased in the same time from 81,000 cwt. to about 60,000 cwt., is very satisfactory.

CARDAMOMS is another product cultivated along with or along-side of tea in certain of the planting districts, and it has increased greatly in importance as an industry since 1895. The area under cultivation has just about doubled from 4,850 to 9,746 acres ; the export rising in proportion from 415,595 lbs. to 910,000 lbs. Latterly there has been a fear of over-production in this as in tea ; but the steps taken to interest new markets in Australia and America, as well as in Europe, may be hoped to prevent any further lowering in price.

Most satisfactory in every way is the development of the new industry in the growing of trees yielding india-rubber in certain of our planting districts. We all agree that there is no risk of over-production here, and Ceylon rubber has already secured a very high character and good price in the London market. Long may these be maintained. Up to 1896 very few Para rubber trees can have been planted out. Now, of all kinds, the calculation is that the equivalent of nearly 12,000 acres are planted, and the total export last year is 40,000 lbs. This is the beginning of a trade which may well expand during the next five or six years to annual shipments of from 1½ to 2 million pounds, worth perhaps between £800,000 and £400,000 sterling. It is quite evident, too, that in place of being limited to 10,000 acres, as was thought a few years ago, rubber (in its several ready-growing and remunerative species) may yet cover as great an extent as cacao, or 35,000 to 40,000 acres in Ceylon, and the trees on this area ought, when in full bearing, to yield from 7 to 8 million pounds a year of the crude product which is so much in demand in Europe and America.

To the above must be added the very important but more purely native industry in the planting of coconut, palmyra, areca, and other palms. The first-named, it is estimated, covers 650,000 acres, and new districts have been opened in South Batticaloa and beyond Chilaw during the past eight years ; while a great extension is expected north of Kurumgala, with the aid of the new railway. There is also much valuable Crown land which could be readily sold at good prices when the railway from Colombo towards Puttalam is sanctioned. At present the annual crop is estimated at 1,000 millions of coconuts, much of this being used for food by the people ; but the exports in nuts, oil, copra (the dried kernel), desiccated coconut for confectionery, coir yarn, and fibre equals £1,400,000 a year, or a fifth of our total export trade. There is

room for bringing 200,000 more acres of coconut palms into cultivation. In the northern and drier districts the palmyra palm is a favourite, and its culture might be widely extended; while it is believed the date palm would prove a success. The scope for extending rice cultivation in Ceylon is considerable, and there is much need, seeing that Ceylon imports as many as nine million bushels of rice every year, paying India close on two million pounds sterling for the same, and this import has gone on increasing ever since the local rents on rice fields were abolished and protection established. It is to be hoped that irrigation and the Northern Railway may work a change.

But our chief hope is that a new industry in the cultivation of cotton (now so desired from British Dependencies) may be established in the North-Central Territory; and the Ceylon Government has very wisely established an experimental plantation. English capitalists, as well as all interested in the development of our Crown Colonies and in cotton-growing, should have their attention specially drawn to the great advantages appertaining to investment in this part of Ceylon as compared even with the Soudan or parts of East or West Africa. For, apart from easy railway transport and a comparatively good climate—bound to improve every year with cultivation—there are the surplus millions of India to draw on for labour. True, Coolies from the old Southern India districts have not been so ready to emigrate of recent years as the Ceylon planters could wish; but for a big industry in cotton a special class of cotton-cultivators might be drawn from the Deccan or some other cotton-growing district, more especially if the inducement of gradually securing land for themselves was offered. There is also room for growing fibre-yielding plants—ramie or rheea especially—as well as tobacco, cacao, and perhaps sugar; and some are sanguine that stock-raising could be made profitable in our North-Central regions.

I must not omit to refer to the important departure made by the Governor in reference to the PEARL OYSTER FISHERY of the Gulf of Manaar, "a harvest of the seas" which has enriched the Ceylon exchequer from time immemorial: in the native era, under the Portuguese and Dutch, as well as in British times. The total net receipts during the past 100 years—notwithstanding long intervals when (the banks being bare of oysters) no fishing took place—exceeds one million pounds sterling; and the fame of the Ceylon Pearl Fishery has spread all through Asia, and even Europe and America. Now the services of Professor Herdman, F.R.S., and his

talented assistant Mr. Hornell, have been called into requisition, and, apart from the establishment of a Marine Biological Laboratory, there is good hope of rendering the fishery at any rate more continuous and reliable through culture experiments; while improvements in regard to dredging and diving, as well as in washing the oysters, are in contemplation; and a new industry may be started in the culture of sponges, &c.

In this connection it is a mystery that an island like Ceylon, with fishermen all round its coast and an ocean rich in FISH, should yet have to import no less than £250,000 worth of salted and dry fish, chiefly from India and the Maldives. Moreover, in view of Dr. Jonathan Hutchinson's conclusions as to the relation between the eating of fish, often in an ill-cured or unsound condition, and leprosy, it may be a question whether the authorities should not exercise a stricter check on such imports, and especially on the sale in Colombo and up-country bazaars of evil-smelling so-called "dry fish." A local industry in fish-curing and salting ought to turn out a more reliable article of food if the island's fisheries were duly extended.

That there can be no slackening in the construction of Public Works for some time to come in Ceylon is shown by the anticipated expenditure on undertakings already mentioned, as given by Governor Ridgeway in his farewell Review:—

	1904 Rs.	1905 Rs.	1906 Rs.
Harbour	2,000,000	2,000,000	700,000
Railways	1,521,000	—	—
Irrigation	1,100,000	545,000	—
Water Supply	1,200,000	—	—
Railway Buildings	150,000	150,000	128,000
Railway Feeder Roads	362,000	—	—
Kaduganaya Incline	265,000	70,000	—
P. W. D. Offices	50,000	75,000	—
	Rs. 6,648,000	2,840,000	828,000

These amounts are apart from railway extensions (and other works) to be sanctioned, I trust, before 1905. It should always be remembered that every mile of railway opened means a considerable saving in the annual expenditure on upkeep of roads, which is often very considerable.

Ceylon has still a great field in unoccupied jungle-land (in the North-Central, Eastern, and Southern districts as well as in the hill country) for the sportsman who wants to shoot his elephant, bear, cheetah, wild buffalo or wild pig, apart from the sambhur and

other deer. A "Game Preservation Act" has checked wanton destruction of recent years, especially in the case of hare and deer (a valuable food resource to the people), and of elephants, so useful when trained and so prized by Indian Rajahs to add to their retinue. In forty years Ceylon has exported over 2,200 elephants, chiefly to India, and these are generally valued at from £40 to £60 each ; but latterly the export has fallen off. It is considered by good authorities that the total of elephants now roaming in the Ceylon forests may number about 8,000 of all ages. As many as 200 elephants in a single herd and 100 of wild pig have been seen together in past years in our jungles.

A great advance has taken place in the local Defence (Volunteers) Corps during the past eight years under official encouragement. The following figures and contrast are of special interest :—

Ceylon Volunteers—Strength of.

	1896	1903
Artillery	129	161
Mounted Infantry, &c.	165	223
Light Infantry . . .	868	1,257
Planters' Rifle Corps	—	712
Cadet Corps . . .	—	454
Sergeants, Instructors	13	16
	<hr/> 1,175	<hr/> 2,828
Total cost to Government £7,500		£12,500

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Secondly, Buddhism in Ceylon has been the instrument of religion, the religious mission of the Sinhalese. The priest should be educated so that he can do his duty as a teacher in imparting moral instruction with much more care than the elementary tenets of his religion and his religious opinions of any useful modern knowledge. The priest should not be educated in the simple modern knowledge of science or religion but for the education of the Sinhalese village, until he comes to train the young people that knowledge to the young. It is quite possible that this great religion which has gone to sleep for half thousand years should yet recover its vitality and should be able to bring the teachers to be abreast of modern ideas, as Europe has succeeded in training the teachers of our Christian religion to a number of their great responsibilities in the education of the young. Religious endowments are wanted in the offerings of the religious institutions and are known as the Buddhist temporalities; these funds should be made available for the training of every priest in a central college in order that each village priest may be fitted to undertake a fair share in the teaching of the common people, as our missionaries have so nobly done. By this method the annual revenue of the Colony might be relieved of a heavy charge for elementary education, and the Buddhists would, without cost to their community, contribute their fair share towards the education of the masses whose Indolence and vices are in part due to their ignorance. I could bear my own record to the great public services rendered to Ceylon by Mr. Ferguson, and I can testify that on many occasions when I was called upon in the service of the Colony to deal with a difficult position I have been able to go to him and ask his opinion and advice, and on each occasion I have been sure that man enlightened by his upright and public-spirited view and his wise judgment.

Mr. A. H. Wren. I should like first of all to refer to the question of education. Technical education is, I think, one of the great wants of the nation. I have recently returned from a visit to America where I was greatly struck by the successful efforts made by the American Government in that direction. They have liberally assisted schools for the industrial education of the natives, especially in Kentucky. I had occasion to visit some of these schools, and in one particular I found a great number of iron workers who had been made by the wages at the order of a local manufacturer who could not get advantage to get these men to work in his works, and these Negroes I seemed to me to be as good as any European I have seen in Ceylon. I

was surprised to find not only that these schools were free, but that the pupils were paid 10d. per day to induce them to attend. I should also like to see more done to encourage the beautiful old silver and art work, in which the Sinhalese so greatly excel. A word with regard to a question raised recently at a public meeting in London, convened by the East India Association, to consider the absence of facilities for the primary vernacular education of the Tamil children on the tea estates of Ceylon. There are some half-million Tamil coolies in Ceylon. The planting industry, more than any other perhaps, has contributed to the welfare of the Colony, and I maintain that the labourers of that industry have a most distinct claim on the attention of the Government for the improvement of the condition of their children. Sir Charles Bruce, who was then Director of Public Instruction, established the present system of education some twenty-five years ago. What do we find now? There are 1,857 tea estates, and of these there are only forty-three with schools, attended by 1,840 children, or rather less than one child per estate. That is not much to show after a quarter of a century's work. The Government of Ceylon in 1902 spent the sum of £462 on the education of these children with the result I have explained. Sir Lepel Griffin, who presided at the meeting to which I have referred and who paid to you, sir, a most deserved tribute, expressed the opinion that on all the tea estates governed by Englishmen the Government should insist that the children should have reasonable facilities for obtaining primary education. It has been claimed that the Government has already provided them, but that forsooth the planters do not take advantage of them. I maintain that education should be provided for the children of the coolies, and that the planters should aid in ensuring their regular attendance. There is one other important subject—that of serious crime in the island. The efforts of the Government have not, I maintain, been successful in dealing with serious crime. I do not wish to exaggerate, for I know that under ordinary circumstances a European is as safe in Ceylon as in Bond Street, but the fact remains that between 1900 and 1902 there were 264 convictions for murder and manslaughter, that 141 persons were condemned to death and 99 executed. That I am not alone in thinking the efforts of the Government have not altogether succeeded is proved by the Government report in which Major de Winton, the Inspector-General of Prisons, says, "It is deplorable to see that hanging has had no deterrent effect on the mind of would-be murderers. Notwithstanding the severe punishment cases of

murder and manslaughter are apparently on the increase." It seems to me there is a remedy which must be tried and which has been advocated by no less an authority than Sir William Gregory and considered, I believe, by Sir West Ridgeway, viz., the substitution of transportation for penal servitude in Ceylon, at the discretion of the judge, as an alternative penalty to capital punishment. It is possible, I think, that with such a peculiarly constituted people as the Sinhalese, who have amongst them no distinct criminal class, but who in a moment of impulse draw their knives and commit murder, this alternative penalty of transportation to the Andaman Islands for a period not exceeding twenty years might be adopted with advantage, and I hope the new Governor will press this matter on the attention of the Colonial Office. I hope also that Sir Henry Blake will be able to deal successfully and finally with the question of the education of the Tamil coolie children on the tea plantations, which it is essentially the duty of the Government to undertake.

The CHAIRMAN: I am sure we have all listened with great interest not only to the admirable Paper read by Mr. Ferguson, but to the very useful discussion initiated and inspired by it. I have a complaint to make against Mr. Ferguson. I told the meeting that he would be a safe guide and that they might rely upon any statements he made as being entirely accurate, but when I made those remarks I did not realise that Mr. Ferguson would indulge in language so eulogistic of myself. Had I done so, modesty if not truth would have required me to qualify my remarks. The fact is, Mr. Ferguson gave me a great deal more credit than I deserved. There is no doubt that during my term the prosperity of Ceylon was unprecedented and its progress remarkable, but that was because I had the good fortune to be Governor during a halcyon period, in the course of which year by year its revenues increased by vast strides. It was an unearned increment on my part. It cannot be said that I toiled not, neither did I spin, but I could have achieved no results but for the ample resources placed at my disposal. The revenue increased 25 per cent., which was not due to any new taxation or readjustment of taxation but to the automatic increase of existing taxes. My merit was not that I made money but that I spent money. There was a difficulty even about this. When the revenue increased to this large extent there were two alternative proposals, one to reduce taxation, and the other to devote the surplus revenue to the development of the country. There was a party in favour of the reduction of taxation, which would have

been a most popular measure ; but I thought it my duty to devote the surplus to the development of the country and the construction of those railways to which reference has been made. Indeed I do not think I should have been justified in reducing taxation, which is lighter, I believe, than in any part of his Majesty's dominions. I shall make your mouths water when I tell you there is no income tax, no land tax, no education rate. Education without a rate ! Can anyone imagine a more heavenly state of things ? But I do not say that the incidence of taxation is all it ought to be. It could be improved. For instance, I should be glad to see the duty on the importation of rice reduced, and also the railway rates reduced. These are questions for the Commission I appointed, and if they recommend the reduction of any of these taxes, they will have to supply the gap by showing how the revenue can be restored. By the way, the Commission on incidence has been a long time sitting, and if its proposals are at all as searching and far-reaching as its deliberations have been protracted we may anticipate some important change in taxation. As to education I quite agree with Mr. Wise that it is desirable the number of schools in the coolie tea district should be increased. The facilities offered by the Government are such that when any school is established its cost is practically borne entirely by the Government, but I must correct him when he says that there are half a million children in these districts.

Mr. WISE : I said half a million coolies.

The CHAIRMAN : I am glad to hear the correction. The number of children is about 30,000. The facilities for education offered by the Government are considerable, and the difficulty is not with the planter or the Government, but with the parents who prefer the children should be earning money in the tea gardens. However, the matter is under consideration, and I hope something substantial will be done in the desired direction. As to industrial schools, the industrial school of the coolie is in the tea garden. The subject of crime is one on which I might say much ; there is a good deal of misunderstanding as to its prevalence. As regards ordinary crime Ceylon compares favourably with any Colony in the Empire. The Sinhalese are a singularly quiet, gentle, tractable people, and charitable to a degree that would astonish you. There are no poor rates and no poor houses. But undoubtedly there is a great deal of violent crime amongst the Sinhalese, which is owing to their impulsive passionate natures, which cause them on sudden provocation to let their hands fly to the knife which they habitually wear. An

Railway Department.

	1896.	1903.
Mileage of the railway	297 $\frac{1}{2}$	[Nov. 1903] 386
Revenue	Rs. 6,777,800	Rs. 7,975,500
Expenditure	" 3,087,800	" 4,907,100
Profit	" 3,690,000	" 3,068,400
Profit as percentage of capital cost	" 6·96	" 5·24
Expenditure on new works	" 114,597	" 745,773
Expenditure on maintenance	" 596,364	" 945,657
Number of ordinary passengers carried	5,683,957	5,549,338
Number of season ticket holders	5,643	29,848
Tonnage of goods carried	421,129	518,757

Salt.

Amount produced	cwt. 290,256	cwt. 401,595
Amount consumed	" 417,247	" 493,919
Revenue	Rs. 998,655	Rs. 1,184,439
Cost of production	" 162,765	" 204,418
Profit	" 835,890	" 980,021

*Savings Banks.**(a) Post Office Savings Bank.*

Number of depositors	31,352	57,007
Total amount to credit of depositors	Rs. 837,228·00	Rs. 1,454,858·00
Deposits during year	" 754,693·00	" 927,310·00
Withdrawals during year	" 605,054·00	" 811,719·00
Average amount of each deposit	" 19·02	" 20·59
Average amount of each withdrawal	" 48·91	" 48·20
Amount of reserve fund	" 45,285·00	" 115,653·00

(b) Ceylon Savings Bank.

Number of depositors	17,717	29,846
Total amount to credit of depositors	Rs. 3,320,663	Rs. 4,173,543
Deposits during year	" 1,324,523	" 1,688,751
Withdrawals during year	" 1,222,892	" 1,491,868
Average amount of each deposit	" 198	" 219
Average amount of each withdrawal	" 203	" 192
Amount of reserve fund	" 424,579	" 495,153

Shipping.

Number of vessels calling at Colombo	2,144	2,654
Tonnage	3,760,705	6,981,584
Revenue of ports of the Island	Rs. 876,614	Rs. 1,153,488

Survey Department.

Expenditure	Rs. 447,674	Rs. 640,632
Staff :—		
Field	71	132
Office	72	87
Total outturn	acres 45,438	acres 2,208,751
Outturn of :—		
Block surveys	—	" 212,858
Application and special	acres 45,438	" 34,293
Topographical surveys	—	" 1,961,600

Survey Department—continued.

Cost per acre :—	1896.	1902.
Block surveys	—	Rs. 0·47
Application	Rs. 5·40	“ 2·77
Cost per square mile :—		
Topographical surveys . . .	—	acres 32·14
Extent of land sold or settled . . .	acres 19,389	acres 38,117
Amount realised without fees . . .	Rs. 426,981	Rs. 737,589
Amount realised including fees . . .	“ 494,148	“ 780,761

Tea.

Area under cultivation	acres 330,000	acres 386,000
Price in London market	8½d.	6½d.
		[now, Nov. 1903, 8½d.]
	lbs.	lbs.
Total amount exported { (a) Black }	110,095,198	{ 148,226,825
(b) Green }		{ 2,802,882
Exports to countries other than		
United Kingdom	14,608,133	47,285,849
Exports to United Kingdom	95,487,060	103,593,858
Exports to United States and		
Canada	502,713	8,717,707
Exports to European countries		
other than United Kingdom	742,854	11,101,040
Exports to China	85,699	4,247,356
Exports to Australia and New		
Zealand	11,580,559	18,835,350

Trade.

Customs revenue	Rs. 5,550,000	Rs. 7,630,000
Value of imports	“ 77,083,000	“ 97,880,000
Value of exports	“ 85,360,000	“ 110,700,000
Value of imports and exports	“ 162,400,000	“ 208,600,000
Import of rice	bus. 7,594,000	bus. 8,873,000
Value of cotton goods imported	Rs. 6,201,000	Rs. 6,562,000
Export of tea	lbs. 110,095,000	lbs. 150,829,000
Value of export of produce of coco-		
nut palm	Rs. 11,178,000	Rs. 20,861,491
Export of plumbago	cwt. 861,000	cwt. 503,000
Value of plumbago exported	Rs. 3,069,000	Rs. 10,516,000
Value of Ceylon produce exported	“ 76,275,472	“ 96,771,467

Staple exports as percentages of above :—

Tea	67·3	•	56·0
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Products of coconut palm, viz :—

Coconuts8	•	.7
Desiccated coconuts	2·7	•	3·0
Coir fibre, &c.	1·5	•	1·8
Copperah7	14·7	4·2
Coconut oil	8·0	•	10·3
Poonac7	•	1·3
Miscellaneous3	•	.3
Plumbago	4·0	•	10·9
Cacao	1·4	•	2·6
Coffee	2·3	•	.6
Cinnamon	1·7	•	2·6
Cardamoms	1·0	•	.8
Tobacco	2·0	•	1·1

	Volunteers.	1896.	1903 [Oct. 1]
Light Infantry		868	1,257
Artillery		129	161
Mounted Infantry		110	135
Bearers		50	66
Cyclists		5	22
Planters' Rifle Corps		—	712
Cadet Battalion		—	454
		1,162	2,807

DISCUSSION.

The CHAIRMAN (The Right Hon. Sir J. West Ridgeway, G.C.M.G., K.C.B., K.C.S.L.: I will now call upon Sir Charles Bruce, who commenced in Ceylon the distinguished career which to the loss of the Empire is about to terminate.

Sir CHARLES BRUCE, G.C.M.G.: I am glad to have the opportunity of congratulating you, Sir, on the testimony which has been borne to the progress and prosperity of Ceylon during the period of your administration. It is certainly a record of which any Imperial Administrator may well be proud, and I am sure the testimony is not less valuable from having been borne by Mr. Ferguson, a gentleman whose whole life has been devoted to the interests of the Colony and who can speak on the subject with unequalled and unrivalled knowledge. I am glad at the same time to be able to congratulate my old friends, the European planters of Ceylon, on the triumphant way in which they have come out of the struggle for existence in which they have been engaged for the last twenty-five years. At the last Meeting of the Institute the Lecturer, speaking on Australian food supplies, declared that if Canada claimed to be the baker of the Empire Australia might well claim to be the butcher. In the same sense the Tropical Colonies may very well claim to be the grocer of the Empire, and I think I may say with some authority that during the last twenty-five years, whatever may have been the fortunes of the butcher and the baker, the grocer of the Empire has had rather a hungry time of it. I do not intend to tread on the vexed ground of fiscal policy, but I may at least utter the pious wish that when the claims of the butcher and the baker are considered those of the grocer will not be overlooked. My connection with Ceylon began in 1878. That was the very darkest hour perhaps in the history of the Colony. Disease had devastated the coffee fields throughout large districts. A few weeks after my arrival I had the misfortune to see immense areas planted with cinchona which had been blighted almost in a night. At that

time coffee had failed, and cinchona had failed, and the planter was just beginning to see what could be done with tea. The Blue Book for 1878 gave the export of tea at little more than 8,000 lbs. Such, however, was the energy of the planters that within ten years the export had risen to 22,000,000 lbs., and last year amounted to no less than 151,000,000. Mr. Ferguson has paid a just tribute to the energy of the planter. Briefly stated, the facts are that in the early seventies the energies of the planters had built up a coffee industry which brought in a total revenue of £5,000,000. The whole of that disappeared, and during the twenty-five years the energy of the planters has substituted an entirely new industry of practically equivalent value. I think there must be some amongst the audience who remember the Ceylon of my time, and although Mr. Ferguson has made no personal allusions in his lecture, I should like to mention the names of two of the old planters to whom I think the Colony must consider itself perpetually indebted. One of them, Mr. David Reid, was the contractor for the railway between Kandy and Matale. It was a very successful contract; he made a small fortune out of it, the whole of which and the credit which went along with it he invested in buying up abandoned coffee plantations and turning them into tea plantations, and he not only put his fortune and credit into the business, but an energy not less indefatigable than intelligent. There is another to whom the planting interest must always be indebted, and that is the uncle of the Lecturer, Mr. A. M. Ferguson. He was proprietor and I think also the editor of the "Observer," and in season and out of season he never wearied in encouraging the strong and supporting the feeble at the commencement of that great struggle for existence which the planter had to carry on. I have often been asked in the Colonies which I have administered since leaving Ceylon how it was that while our finances were at so low an ebb the Government of Ceylon was so very prosperous and the treasury always full. There was one specially good reason. In most of the tropical Colonies the revenue of the Government depends entirely on the agricultural interest, but fortunately Ceylon had another and most valuable asset—I mean that resulting from the opening of the Suez Canal and the wise foresight which initiated the enterprise of the Colombo Docks. The Canal was opened in 1869, and the Harbour commenced in 1875. It must have been to Sir William Gregory's credit that that undertaking is largely due, although I have not the least doubt also that it was due largely to the interest taken in it by Mr. A. M. Ferguson. At all

events that has proved to be a most valuable asset, and I can give a conclusive negative proof of how important it has been. The opening of the canal affected disastrously the revenues of Mauritius, which up to that time had been largely dependent on the shipping interest, Mauritius being then one of the chief ports of call on the great ocean highway between east and west. All that has disappeared, and the fortunes of Mauritius now depend solely on agriculture. Another Colony (St. Helena) has felt the effects still more disastrously. Fortunately for Ceylon, however, the harbour has been a great source of additional revenue, so that the income of the Colony for the last year as given by Mr. Ferguson is more than double the revenue twenty or twenty-five years ago. I am very glad to see that while the revenue is double the Government have thought it wise to double the revenue of the Department of Public Instruction. I was for five years the Director of Public Instruction in Ceylon, and naturally that department has never ceased to interest me. I believe the educational progress of Ceylon has been largely due, as it was in my time, to the co-operation of the Christian agencies in the Colony. It is quite true that there was a good deal of competition, some rivalry, and some jealousy, but at the same time it has been the good fortune of Ceylon that the question of education has never been what it has been in countries governed by party politics. It has never been an apple of discord in which one political party after another has left the marks of its teeth. It has been pointed out that Ceylon was fortunate in its immunity from the plague which has so seriously visited many other Colonies. You may remember, Sir, that on several occasions I asked what you were doing in Ceylon, and in Mauritius we endeavoured to follow your example in every possible way. At the same time Ceylon had a peculiar advantage to which I attribute its immunity from the plague. For one thing has been made absolutely certain by the studies of experts, and that is that the disease is a rat-borne disease. Now in Ceylon there are immense numbers of natural enemies of the rat. Colombo and still more Kandy swarm with snakes. It is to the destruction of the rats by their natural enemies that I attribute a good deal of this immunity from plague—a view which I expressed some years ago to the Medical Adviser of the Colonial Office, and I think he agreed. Be that as it may, you are to be heartily congratulated on your immunity in this respect. I will content myself now by asking Mr. Ferguson when he goes back to Ceylon to take from me the message that I have never ceased, and never shall cease, to take

the most lively interest in the fortunes of every section of the Colony.

Mr. W. E. DAVIDSON, C.M.G.: The Lecturer has given us the record of a most successful administration ; the narrative makes us who are interested in the welfare of the Colonies wish that the adventurous and varied career which has been the lot of our ex-Governor in Ceylon had been devoted to the guidance and control of our Colonial possessions, in which function, I doubt not, his name would have been enrolled with those great worthies of past times who have stood as sentinels of our Empire. I will confine myself to a few remarks on one grand political work which has, in my opinion, particularly characterised his administration. It was not difficult, with a prosperous Colony, and an overflowing exchequer, and the support of willing citizens, to develop the resources of the harbour at Colombo, to extend the railways, or to enforce a practical system of irrigation on a grand scale in the neglected provinces within the dry zone of the island. It would fall to the lot of a sympathetic administrator in his position to equip the Government Department of Agriculture with those scientific requirements necessary for the advancement of the staple agricultural interests of the island. But in my opinion the most difficult work undertaken by the late Governor has been the attempt to settle the land disputes of this great Colony. The programme for land settlement has been initiated with very little support and without much direct interest on the part of the general public ; but it has been systematically inaugurated and has already achieved the settlement of many obscure titles and the laying to rest finally of a large number of absurd attempts at self-aggrandisement, and it has placed in the hands of the Government in trust for the people a large area of waste land which would otherwise have been of no value to the State, but will now remain as a valuable reserve for the future development of the country. This work has been pushed forward with a great celerity together with its concomitant, the cadastral survey of the country. It is not a work which can be intimately associated with the name of any particular Governor—a fascination which has its attractions to most administrators—for it will take many years to carry into complete effect. But it is, politically, a great achievement to have inaugurated a far-sighted policy which must ultimately go far to clear up the system of land tenure, and it needed dogged determination to undertake so large a project. I cannot resist referring to the subject of education and pointing out once again that the great delinquent in the matter of spreading

elementary education in Ceylon has been the organisation of Buddhism, the national church of the Sinhalese. The priest should be the teacher to the village, but he is as a rule an ignorant man who has been taught little else than the elementary tenets of his religion and he is woefully ignorant of any useful modern knowledge. The priest should and could be educated in the simple modern knowledge that is required for the instruction of the Sinhalese villager, and he should be trained to impart that knowledge to the young. It is quite possible that this great religion which has gone to sleep for two thousand years should yet recover its vitality and should be able to train its teachers to be abreast of modern ideas, as Europe has succeeded in training the teachers of our Christian religion to a sense of their grave responsibilities in the education of the young. Enormous endowments are wasted in the offerings of the religious in past generations and are known as the Buddhist temporalities; these funds should be made available for the training of every priest in a central college in order that each village priest may be fitted to undertake a fair share in the teaching of the common people, as our missionaries have so nobly done. By this method the general revenues of the Colony might be relieved of a heavy charge for elementary education, and the Buddhists would, without cost to their community, contribute their fair share towards the elevation of the masses whose indolence and vices are in part due to their ignorance. I could bear my own record to the great public services rendered to Ceylon by Mr. Ferguson, and I can testify that on many occasions when I was called upon in the service of the Colony to deal with a difficult position I have been able to go to him and ask his opinion and advice, and on each occasion I have left him the more enlightened for his upright and public-spirited views and his ripe judgment.

Mr. A. G. WISE : I should like first of all to refer to the question of education. Industrial education is, I think, one of the great needs of the Sinhalese. I have recently returned from a visit to Algeria, where I was greatly struck by the successful efforts made by the French Government in that direction. They have liberally established schools for the industrial education of the natives, especially in Kabylia. I had permission to visit some of these schools, and in one of them I found a great number of iron railings which had been made by the pupils at the order of a builder of a new hotel, who found it to his advantage to get these railings in this way rather than from Algiers. It seemed to me that something of the same kind might be done in Ceylon. I

was surprised to find not only that these schools were free, but that the pupils were paid 10d. per day to induce them to attend. I should also like to see more done to encourage the beautiful old silver and art work, in which the Sinhalese so greatly excel. A word with regard to a question raised recently at a public meeting in London, convened by the East India Association, to consider the absence of facilities for the primary vernacular education of the Tamil children on the tea estates of Ceylon. There are some half-million Tamil coolies in Ceylon. The planting industry, more than any other perhaps, has contributed to the welfare of the Colony, and I maintain that the labourers of that industry have a most distinct claim on the attention of the Government for the improvement of the condition of their children. Sir Charles Bruce, who was then Director of Public Instruction, established the present system of education some twenty-five years ago. What do we find now? There are 1,857 tea estates, and of these there are only forty-three with schools, attended by 1,840 children, or rather less than one child per estate. That is not much to show after a quarter of a century's work. The Government of Ceylon in 1902 spent the sum of £462 on the education of these children with the result I have explained. Sir Lepel Griffin, who presided at the meeting to which I have referred and who paid to you, sir, a most deserved tribute, expressed the opinion that on all the tea estates governed by Englishmen the Government should insist that the children should have reasonable facilities for obtaining primary education. It has been claimed that the Government has already provided them, but that forsooth the planters do not take advantage of them. I maintain that education should be provided for the children of the coolies, and that the planters should aid in ensuring their regular attendance. There is one other important subject—that of serious crime in the island. The efforts of the Government have not, I maintain, been successful in dealing with serious crime. I do not wish to exaggerate, for I know that under ordinary circumstances a European is as safe in Ceylon as in Bond Street, but the fact remains that between 1900 and 1902 there were 264 convictions for murder and manslaughter, that 141 persons were condemned to death and 99 executed. That I am not alone in thinking the efforts of the Government have not altogether succeeded is proved by the Government report in which Major de Winton, the Inspector-General of Prisons, says, "It is deplorable to see that hanging has had no deterrent effect on the mind of would-be murderers. Notwithstanding the severe punishment cases of

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been a most popular measure ; but I thought it my duty to devote the surplus to the development of the country and the construction of those railways to which reference has been made. Indeed I do not think I should have been justified in reducing taxation, which is lighter, I believe, than in any part of his Majesty's dominions. I shall make your mouths water when I tell you there is no income tax, no land tax, no education rate. Education without a rate ! Can anyone imagine a more heavenly state of things ? But I do not say that the incidence of taxation is all it ought to be. It could be improved. For instance, I should be glad to see the duty on the importation of rice reduced, and also the railway rates reduced. These are questions for the Commission I appointed, and if they recommend the reduction of any of these taxes, they will have to supply the gap by showing how the revenue can be restored. By the way, the Commission on Incidence has been a long time sitting, and if its proposals are at all as searching and far-reaching as its deliberations have been protracted we may anticipate some important change in taxation. As to education I quite agree with Mr. Wise that it is desirable the number of schools in the coolie tea district should be increased. The facilities offered by the Government are such that when any school is established its cost is practically borne entirely by the Government, but I must correct him when he says that there are half a million children in these districts.

Mr. WISE : I said half a million coolies.

The CHAIRMAN : I am glad to hear the correction. The number of children is about 90,000. The facilities for education offered by the Government are considerable, and the difficulty is not with the planter or the Government, but with the parents who prefer the children should be earning money in the tea gardens. However, the matter is under consideration, and I hope something substantial will be done in the desired direction. As to industrial schools, the industrial school of the coolie is in the tea garden. The subject of crime is one on which I might say much ; there is a good deal of misunderstanding as to its prevalence. As regards ordinary crime Ceylon compares favourably with any Colony in the Empire. The Sinhalese are a singularly quiet, gentle, tractable people, and charitable to a degree that would astonish you. There are no poor rates and no poor houses. But undoubtedly there is a great deal of violent crime amongst the Sinhalese, which is owing to their impulsive passionate natures, which cause them on sudden provocation to let their hands fly to the knife which they habitually wear. An

assault is committed and death often follows. The offenders as a rule are not hardened criminals, but respectable men of harmless antecedents, who unfortunately give way to sudden passion. The Government have done their best to grapple with the difficulty. They have tried many remedies not very successfully—in fact they cannot be successful until the nature of the people is changed. Generally the cause of crime in Ceylon is not drink or gambling. The cause of these disputes, which lead so often to murder, is land or women. Mr. Davidson has told you what we have done in order to settle land disputes, which have been a great cause of strife between Government and people. But women—that is beyond the control of any Governor. However, we must trust to the ameliorating effects of education, and hope that the rising generation may not yield so readily to passion and to desire for revenge. But I repeat violent crime is confined to the people themselves, and the life of an Englishman in Ceylon is quite as safe as in England. Someone said "as safe as in Bond Street." I do not know whether he meant to compliment Bond Street or Ceylon, but this I say, that any English lady with a purse in her hand and with jewellery on her person could travel unmolested and safe, north to south and east to west on that beautiful island. I have detained you unnecessarily long, but it is hard to keep silent when Ceylon topics are spoken of. For eight happy years it was my home, and its development, progress, and welfare were my constant care and thought. As long as I live the love of the island which all Englishmen feel after a sojourn there will remain unabated, and my interest in its welfare and prosperity will never flag.

Mr. FERGUSON: It is my duty and pleasure now to propose a vote of thanks to our Chairman. But before doing so, I may say, I much regret that neither Mr. Waring nor Mr. Matthews, who have done so much materially for the Colony, have seen their way to address the Meeting, for Mr. Waring could have said some weighty words about the railways, and Mr. Matthews about our harbour. One thing I must mention as regards this proposed new inner harbour, designed by the latter, not sanctioned yet, which is that the land reclaimed would sell probably for an amount covering the whole cost of the undertaking. Mr. Wise's remarks about Algeria have been most interesting, but as regards the coolie children I think Mr. Wise has not had the experience which would justify him in discussing the question fully. For instance, he has referred to Sir Charles Bruce as not having done much for them; but he should know

that in the coffee days the coolie children were few and far between. The men and women came over, but very few children. It is only, in fact, since the tea cultivation began, that the children have come over freely. Moreover, most of these coolie children are migratory, going to and fro every two or three years, and I maintain that the first duty of the Government is to the permanent inhabitants of the Colony, of whose children many more have to be educated. However, I am most anxious myself to see all the coolie children educated. The primary duty rests with the estate proprietors and with the directors and chairmen of companies in Ceylon ; and if this duty is neglected for long, I wish to tell them that I, as a journalist, should feel bound to advocate compulsion, so far as the provision of a suitable structure for a school on each group of estates or large plantation, also the wages of a schoolmaster, after due notice from the Director of Public Instruction has been received and has been unattended to for three or four months. A well-established school, in which the resident planter takes some interest, it is found, soon pays its own way. As regards crime, Mr. Wise has done me an injustice, because he has not read certain passages in my Paper discussing the point. Sir William Gregory was, I believe, the first to revive the idea of banishment, and I brought the question before Sir West Ridgeway, who, I know, did refer it to the Colonial Office, but they, after correspondence with the India Office, could not be persuaded to adopt the plan of banishment. I differ myself from our late Governor as to one of the causes of crime. I maintain that spirit (arrack) drinking has a good deal to do with it. But I must do our ex-Governor the justice of saying that everything he could do in his own time to repress serious crime was done. We have not lost sight of the question of banishment. Sinhalese Buddhists are not so alarmed at the idea of being hanged, because they believe in the transmigration of souls, but they do dread being banished to some remote island. As to Mr. Wise's remarks on the subject of native industrial art, I would remind him that the Kandyan Art Works Association has done much good in this way, though in abeyance latterly. But when the new Technical College is completed and in full working order, systematic and continuous attention may well be given to the maintenance and advancement of native art and allied work in all its branches. I will now ask you to accord a most cordial vote of thanks to the Chairman, who I may mention in Ceylon was known as "Prosperity Ridgeway," because under his régime the island was uniformly prosperous, but

I have known Governors with much revenue who did little with it. Sir West was most ready to take advantage of any suggestion made to him from any quarter in the island, and always did his best, as I think I have shown, for its welfare; while he himself originated and carried out many notable reforms in surveys, &c. I think that I, who have lived under some ten or eleven Governors, may freely and conscientiously say that Ceylon has never had a better Governor.

The CHAIRMAN returned thanks, and in conclusion proposed a vote of thanks to Mr. Ferguson for his address, which was cordially carried.

THIRTY-SIXTH ANNUAL GENERAL MEETING.

THE Thirty-sixth Annual General Meeting of Fellows was held in the Library of the Institute on Tuesday, February 16, 1904, Sir Frederick Young, K.C.M.G., a Vice-President, presiding.

Amongst those present were the following :—

SIR JOHN W. ACKERMAN, K.C.M.G., MR. W. L. ALLARDYCE, C.M.G., SIR CHARLES BRUCE, G.C.M.G., SIR HENRY BULWER, G.C.M.G., MESSRS. ALLAN CAMPBELL, HOLROYD CHAPLIN, PAUL CRESSAL, F. H. DANGAR, FERGUS DONOVAN, FRED DUTTON, H. F. EATON, J. FERGUSON, C.M.G., J. HARVEY FINLAYSON, SIR JAMES F. GARRICK, K.C.M.G., MESSRS. W. J. GARNETT, A. E. GAWTHROP, W. R. GEORGE, I. GINSBERG, JOHN GOODLiffe, W. T. GRANT, DAVID GREEN, MAJOR-GENERAL SIR HENRY GREEN, K.C.S.I., C.B., MESSRS. R. COTTLE GREEN, W. S. SEBRIGHT GREEN, W. W. HIND-SMITH, SIR HUBERT E. H. JERNINGHAM, K.C.M.G., LT.-GENERAL R. W. LOWBY, C.B., SIR NEVILLE LUBBOCK, K.C.M.G., MESSRS. J. L. LYELL, K. N. MACFEE, SIR GEORGE S. MACKENZIE, K.C.M.G., C.B., MESSRS. A. MOOR-RADFORD, S. G. NELSON, FIELD-MARSHAL SIR HENRY W. NORMAN, G.C.B., G.C.M.G., C.I.E., MESSRS. A. ORKIN, A. L. PALIOLOGUS, JOHN H. PARKER, DR. G. R. PARKIN, C.M.G., MESSRS. LIONEL PHILLIPS, ROBERT PORTER, WYBERT REEVE, RT. HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., MAJOR-GENERAL C. W. ROBINSON, C.B., CAPT. W. P. ROCHE, MR. CHARLES SIDEY, SIR CECIL CLEMENTI SMITH, G.C.M.G., SIR E. NOEL WALKER, K.C.M.G., MESSRS. H. DE R. WALKER, J. P. G. WILLIAMSON, J. LEIGH WOOD, C.M.G., J. S. O'HALLORAN, C.M.G. (SECRETARY).

The Secretary read the notice convening the Meeting.

The Minutes of the last Annual Meeting were read and confirmed.

The Chairman nominated Mr. Allan Campbell on behalf of the Council, and Mr. A. Moor-Radford on behalf of the Fellows, as scrutineers for the ballot for the election of the Council under Rule 62, and the ballot was declared open for half an hour.

It was agreed that the Report and Statement of Accounts be taken as read.

REPORT.

The Council have much pleasure in presenting to the Fellows their Thirty-sixth Annual Report.

The number of candidates elected during the past year comprised 67 Resident and 259 Non-Resident Fellows, or a total of 326, as compared with 430 in 1902 (an exceptional period, being Coronation Year) and 295 in 1901. On December 31, 1903, the list

included 1,476 Resident, 2,971 Non-Resident, and 13 Honorary Fellows, or 4,460 in all, of whom 1,188 have compounded for the Annual Subscription and qualified as Life-Fellows.

The Honorary Treasurer's Statement of Accounts is appended, and shows that the loan of £85,020, which was raised in 1886 for the acquirement of the freehold of the Institute, had been reduced on December 31, 1903, to £7,720. 4s. 10d.

The following table indicates the number of Fellows and the annual income in each year since the foundation of the Institute in 1868:—

Date	No. of Fellows	Annual income (exclusive of Building and Conversations Funds, but inclusive of Life Compositions and Entrance Fees)
To June 11, 1869	174	£ 1,224 14 5
" 1870	275	549 10 8
" 1871	210	503 16 4
" 1872	271	478 10 4
" 1873	349	1,022 9 1
" 1874	420	906 12 11
" 1875	551	1,038 15 8
" 1876	627	1,132 3 3
" 1877	717	1,222 18 3
" 1878	796	1,330 13 11
" 1879	981	1,752 18 2
" 1880	1,131	2,141 8 10
" 1881	1,376	2,459 15 6
" 1882	1,613	3,296 8 3
" 1883	1,959	3,647 10 0
" 1884	2,306	4,539 0 10
" 1885	2,587	5,220 19 0
" 1886	2,880	6,258 11 0
To Dec. 31, 1886	3,005	6,581 2 5
" 1887	3,125	6,034 3 0
" 1888	3,221	6,406 11 5
" 1889	3,562	7,738 7 11
" 1890	3,667	6,919 7 6
" 1891	3,782	7,362 2 10
" 1892	3,775	6,966 12 4
" 1893	3,749	6,458 18 6
" 1894	3,757	6,691 19 0
" 1895	3,767	6,854 2 11
" 1896	3,929	7,315 5 9
" 1897	4,133	7,588 15 7
" 1898	4,139	7,114 4 2
" 1899	4,153	7,053 10 2
" 1900	4,208	7,142 8 3
" 1901	4,228	7,154 1 9
" 1902	4,407	*8,042 5 1
" 1903	4,460	7,740 4 9

* Coronation year.

The obituary of 1908 comprises 96 names, as given below, including General Sir H. C. B. Daubeney, G.C.B., a Vice-President; Sir Charles Nicholson, Bart., a Vice-President and one of the original founders of the Institute; and the Hon. John Tudhope, a Councillor, all of whom have done good service on the governing body.

Alexander Airth (Natal), William M. Allport, Captain Leonard R. S. Arthur, C.M.G. (Gold Coast Colony), Alexander C. Bailie (Transvaal), Albert P. Baker, J. A. Bam (Cape Colony), William H. Barry (Rhodesia), John Beck (South Australia), Michael J. Bedford (Cape Colony), Ernest A. Bremner (British Columbia), Donald Cameron (West Africa), Edward B. Cargill (New Zealand), Arthur Chambers, Henry B. Christian (Honorary Corresponding Secretary Port Elizabeth), Samuel S. Cole (Gold Coast Colony), George E. Colebrook (late of Victoria), George A. Craig, General Sir H. C. B. Daubeney G.C.B. (a Vice-President), Sir Edwyn S. Dawes, K.C.M.G., James Driver (Straits Settlements), Hon H. T. Duffy, K.C. (Canada), Thomas N. Dyer (Cape Colony), Rev. D. J. East (late of Jamaica), Francis O. Edlin (Fiji), Joseph J. Elliott, J. Alfred Ellis, J.P. (Cape Colony), John A. Ewen (late of Victoria), Frederick Fearon, Thomas Finney, J.P. (Queensland), James Flower (Cape Colony), Hon. William Forrest, M.L.C. (Queensland), William D. Freshfield, John Geard (Cape Colony), Hon. Morgan S. Grace, M.D., C.M.G., M.L.C. (New Zealand), Thomas S. Hall (Queensland), Stanford Harris, M.D. (Tenerife), Hon. A. W. Harvey (Newfoundland), Edward W. Hayward (South Australia), Quintin Hogg, William Hole (Straits Settlements), Clifford W. Holgate, Samuel Day Hopkinson, Alfred G. Horton (New Zealand), Edwin E. Isemonger (Straits Settlements), Stewart Jolly (late of Ceylon), William Kilgour (New South Wales), W. T. Kingsmill (Cape Colony), J. Watson Knight, Hon. John Laing (Cape Colony), Robert Landale (late of New South Wales), Nathaniel W. Levin (late of New Zealand), Hon. Sir Samuel Lewis, C.M.G., M.L.C. (Sierra Leone), John Lowles, Hon. Robert Macfarlane, M.L.C. (Orange River Colony), W. Grant MacGregor, Frank R. Malleson, Frank Mandy (Cape Colony), Henry F. Morgan (Queensland), Hon. Sir Oliver Mowat, G.C.M.G. (Canada), Sir Charles Nicholson, Bart. (a Vice-President), John Nowlan, Archibald Parker (late of Natal), Charles Phararyn (New Zealand), Andrew Picken, Thomas Plewman (Cape Colony), Alexander Porter (St. Vincent), Walter B. Ramsay (Transvaal), Major-General A. T. Reid (late Bombay Staff Corps), Richard M. Roberts, J.P. (Cape Colony), Hon. Sir John Robinson, K.C.M.G. (Natal), William Rollo (late of Ceylon), George W. Rusden (Victoria), N. A. St. Hilaire (Trinidad), Maurice Salom, J.P. (South Australia), John Sanderson (late of Victoria), Lt.-Colonel Senator Hon. Sir Frederick T. Sargood, K.C.M.G. (Victoria), Abraham Scott (late of South Australia), Arthur Shanks, M.Inst.C.E., Field-Marshal Sir J. Lintorn Simmons, G.C.B., G.C.M.G., James Villeneuve Smith (late of New Zealand), William F. Stamper (Cape Colony), Hon. Sir James G. Lee Steere, K.C.M.G., M.L.A. (Western Australia), Allen C. Stewart (India), John Studholme (New Zealand), Hon. Nathan Thornley, M.L.C. (Victoria), Charles W. Toussaint (Queensland), Hon. John Tudhope (a Councillor), L. H. Twentyman (Cape Colony), R. C. Critchett Walker, C.M.G. (New South Wales), C. A. Scott Watson (South Australia), Rt. Rev. W. T. Thornhill Webber, D.D. (Lord Bishop of Brisbane), Frederick G. West, C.E. (late of the Straits Settlements), Rev. William T. Western, Frederick H. Wilson (New Zealand), Andrew T. Wood (Canada), George Worthington (late of Victoria).

Vacancies on the Council have arisen through the death of General Sir H. C. B. Daubeney, G.C.B., and Sir Charles Nicholson,

Bart., Vice-Presidents ; the resignation of the Hon. Sir David Tenant, K.C.M.G., Councillor, and the death of the Hon. John Tudhope, Councillor. They have been filled up *ad interim* and subject to confirmation by the Fellows, under the provisions of Rule 6, by the appointment of the Right Hon. Sir George Goldie, K.C.M.G., and Sir Cecil Clementi Smith, G.C.M.G., as Vice-Presidents ; and the Right Hon. Sir J. West Ridgeway, G.C.M.G., K.C.B., K.C.S.I., Dr. G. R. Parkin, C.M.G., M.A., Dr. Alfred P. Hillier, B.A., and Mr. Lionel Phillips as Councillors. The following retire in conformity with Rule 7, and are eligible for re-election :— President : H.R.H. The Prince of Wales, K.G., G.C.M.G. Vice-Presidents : H.R.H. Prince Christian, K.G., G.C.V.O., the Duke of Devonshire, K.G., the Earl of Dunraven, K.P., C.M.G., Lord Strathcona and Mount Royal, G.C.M.G., and the Hon. Sir Robert Herbert, G.C.B. Councillors : Sir Charles E. F. Stirling, Bart., Admiral Sir N. Bowden-Smith, K.C.B., Sir Westby B. Perceval, K.C.M.G., Lieut-General R. W. Lowry, C.B., Messrs. William Keswick, M.P., and Allan Campbell.

The Annual Dinner took place at the Whitehall Rooms on May 1, under the Presidency of Lord Strathcona, G.C.M.G., and was a most successful gathering.

The Annual Conversazione was held at the Natural History Museum, Cromwell Road, on June 24, by permission of the Trustees of the British Museum, and was attended by about 2,000 guests.

The following Papers have been read and discussed since the date of the last Annual Report :—

Ordinary Meetings :—

“The Trade and Industry of South Africa.” Ben H. Morgan.

“Australia and Naval Defence.” Senator Matheson.

“The State in Relation to Trade.” Benjamin Kidd.

“Our Colonial Kingdoms.” Harold G. Parsons.

“The Cabinet and the Empire.” The Right Hon. R. B. Haldane, K.C., M.P.

“Malaria in India and the Colonies.” Major Ronald Ross, F.R.C.S., F.R.S., C.B.

“Our Fiscal System.” Alfred Hillier, B.A., M.D.

“Australia as a Food Producing Country.” C. C. Lance.

Afternoon Meetings :—

“Queensland: Its Material Progress and Natural Resources.” James P. Thomson, LL.D.

"The Fijians and their Fire-walking." W. L.
Allardyce, C.M.G.

As the Institute possesses special facilities for affording reliable information respecting all parts of the Empire, the Council have much satisfaction in stating that this important branch of work continues to expand its usefulness, an unusually large number of enquiries on a great diversity of subjects having been received and replied to during the past year.

The additions to the Library comprise 1,440 volumes (of which 1,100 were presented and 340 purchased), 1,916 pamphlets and parts, 47 maps, 142 photographs, and 41,104 newspapers, and include many rare and important works published both in Great and Greater Britain. The Library has been used by a large number of students, journalists, authors, politicians, and others, who have been enabled, by means of the Catalogue and the shelf arrangement now adopted, to consult with the greatest possible facility all the chief authorities upon any special subject regarding the Colonies and India, either of an official or unofficial character. The numerous enquiries received as to the best books upon Colonial questions show that the study of Colonial history and geography has become more general, and that the value and importance of the outlying portions of the Empire are now engaging the attention of numerous societies and educational bodies throughout the United Kingdom. As an instance of this it may be mentioned that in the syllabus drawn up by the Library Association for the Examination of Library Assistants during the present year, a general knowledge of Colonial literature is for the first time required. The right of Fellows to borrow books from the Library has been exercised to a far greater extent than in any previous year, which is an indication that the privilege is appreciated. The Council are indebted to the Governments of the various parts of the Empire for their official publications, all of which are carefully preserved, as well as to the Colonial and India Offices, the High Commissioner for Canada and the Agents-General, and numerous official and unofficial bodies, for donations which are of considerable service for reference purposes. Numerous gifts have also been received from Fellows of the Institute and others, including publishers whose works, after being reviewed in the monthly Journal, are placed upon the Library shelves. The various Directories, Year Books, and Statistical Tables are kept well up-to-date, and the Colonial and Indian newspapers and magazines, which are regularly received and filed, supply the latest information upon current events in all parts of the Empire. On Decem-

ber 31, 1908, the Library contained 54,700 volumes and Pamphlets (all relating to the Colonies and India) and 322 files of newspapers.

The Council have again invited the attention of His Majesty's Government to a memorial which they presented to the Prime Minister on June 11, 1901, advocating the official proclamation of an "Empire" or "Victoria" day for annual celebration in this country, inasmuch as the proposal has already been given effect to in many outlying parts of the Realm, and evoked demonstrations of patriotic enthusiasm.

The Council have on several occasions protested against the levy, within the Empire, of double income-tax on the same income, and they are glad to observe that the question is attracting attention in other quarters. The Bengal Chamber of Commerce, through the Government of India, recently urged that all income received in England after having paid income-tax in India should, to the extent of such payment, be relieved from liability to assessment in this country; the Board of His Majesty's Treasury however intimated its inability to accept the proposal. The Madras Chamber of Commerce has represented to the Government of India that the double impost levied under the existing system on moneys invested in India by persons domiciled at home is a hindrance to Madras development. At a General Council of Chambers of Commerce held in Adelaide, South Australia, a resolution was passed to the effect "That it is inequitable that income-tax be levied in the United Kingdom on profits made in British Colonies and Possessions, and it is equally inequitable that income-tax be paid in any British Colony or Possession on profits made in the United Kingdom, and that representations be made to the Federal Government to urge the repeal of enactments imposing double income-tax on British subjects by the laws of the separate States and Great Britain." A copy of the Resolution was forwarded through the Governor-General of the Commonwealth to the Secretary of State for the Colonies, and the Lords Commissioners of His Majesty's Treasury expressed regret that they were unable to accept the suggestion therein made.

Emigration to Canada shows a remarkable increase, and the volume of trade with the Mother Country has greatly expanded, as indicated by the official returns. The Council rejoice that the attractions which that vast Dominion holds out to industrious settlers and investors of capital, under the protection of the British flag, are becoming more adequately recognised by the people of these Isles.

The break up of the drought in Australia has happily resulted in a bountiful harvest, and there is every indication of a return of prosperity in connection with the agricultural and pastoral industries of that great continent.

The agreement with the Lords of the Admiralty as to Naval Defence has been ratified by the Commonwealth Parliament, and it is anticipated that the new auxiliary Squadron will arrive in Australian waters at an early date. The contemplated formation of a local branch of the Royal Naval Reserve would, in the opinion of the Council, be a substantial gain to the Empire. Direct contributions to the maintenance of the Royal Navy are now made by Australia, New Zealand, the Cape Colony, and Natal.

The authorities in South Africa, under the able guidance of Lord Milner, have been called upon to cope with an arduous task in carrying out the work of repatriation and repairing the ravages of the late war. The development of the mining industry appears to have been retarded by an insufficiency of native labour, and it is to be hoped that the attention which this important question is now receiving will result in other and sufficient sources of supply becoming available.

The vast resources of the African continent are rapidly being opened up to commercial and industrial enterprise, and a useful addition to the means of communication has been afforded by the construction of a railway in West Africa from Sekondi to Kumasi. There is reason to believe that unlimited areas in Africa and other parts of the British dominions are well adapted to the cultivation of cotton, a reliable and uninterrupted supply of which is essential to the prosperity of one of our leading manufacturing industries.

Since the Brussels Convention came into operation a more hopeful feeling has prevailed throughout the West Indies as regards the future of the sugar industry. A disastrous hurricane caused lamentable loss of life and property in Jamaica; but strenuous efforts are being made by the local authorities and the people, assisted by contributions from this country and elsewhere, to restore cultivation and the buildings that have been so seriously damaged.

The prolongation of Lord Curzon's term of office as Viceroy of India is regarded with much satisfaction, seeing that he has initiated measures of a far-reaching character, both in policy and procedure, of vital consequence to that great Empire. The general condition of the country seems satisfactory, although plague unhappily still prevails in many places.

The practicability of knitting the Empire more closely together by strengthening its commercial ties is a problem, the solution of which is universally admitted to be of the utmost national concern both at home and in the Colonies. The Council have gladly afforded opportunities for the impartial discussion of the subject, the thorough investigation of which they trust will result in the adoption of whatever measures are most conducive to the well-being of the community.

In conclusion the Council congratulate the Fellows on the growth of the Imperial sentiment and the widespread desire that now prevails for the maintenance and consolidation of the Empire.

By Order of the Council,

J. S. O'HALLORAN,
Secretary.

January 26, 1904.

ASSETS AND LIABILITIES, DECEMBER 31, 1903.

LIABILITIES.	£	s.	d.	ASSETS.	£	s.	d.
To Sundry Accounts	432	7	1	By Subscriptions outstanding £879. 1s., estimated at	219	15	3
" Balance of Loan for Purchase of Site and to pay off Debentures on security of Mortgage	7,720	4	10	" Property of the Institute—			
	8,152	11	11	Building (cost price) £1,914 3 6	£20,268	3	5
Balance in favour of Assets	54,633	1	11	Furniture..... " 1,687 8 1			
				Less Depreciation, say 7½%..... 143 11 3			
				" Books, &c., value estimated at	1,770	12	3
				" Cost of Freehold	8,319	14	10
				Balance at Bank	£1,675	16	1
				" in hands of Secretary	11	12	0
					1,687	8	1
					£62,785	13	10

M. F. OMMANNEY,
Hon. Treasurer.

January 1, 1904.

Examined and found correct. A list of the Fellows in arrear on the 31st December, 1903, has—in conformity with Rule 22a—been laid before the Honorary Auditors by the Honorary Treasurer, showing an amount due to the Institute of £879. 1s., and the above Statement of Assets is contingent on this sum producing £219. 15s. 3d.

F. H. DANGAR } *Hon. Auditors.*
H. F. BILLINGHURST }

January 19, 1904.

**STATEMENT OF RECEIPTS
FOR THE YEAR ENDING**

RECEIPTS.	<i>s s. d.</i>
Bank Balance as per last Account	£2,777 18 10
Cash in hands of Secretary.....	13 19 1
	2,791 17 11
4 Life Subscriptions of £20.....	80 0 0
84 Life Subscriptions of £10 and under to complete	799 17 0
59 Entrance Fees of £3	177 0 0
258 " £1. 1s.....	270 18 0
16 " £1. 19s. to complete	31 4 0
200 Arrears of Subscriptions	211 16 0
1,841 Subscriptions of £2 for 1903.....	2,682 0 0
1,438 " £1. 1s. for 1903	1,509 18 0
10 " £1 or less to complete	3 14 0
187 Subscriptions of 19s. to complete	177 13 0
34 " £2 for 1904, in advance ...	68 0 0
106 " £1. 1s. for 1904, in advance	111 6 0
5 " 1905, " 5 5 0	6,128 11 0
Annual Dinner, received in connection with.....	225 0 0
Conversazione, ditto	190 10 0
Rent for one year to December 25, 1903 (less Property Tax)	1,125 0 0
Insurance repaid	7 7 0
Library Catalogues (Sale of)	5 5 0
Proceeds of Sale of Papers, &c.....	68 10 6
Interest on Deposit.....	29 10 0
Journal	381 1 3
	£10,947 12 8

Examined and found correct.

F. H. DANGAR }
H. F. BILLINGHURST } *Hon. Auditors.*

January 19, 1904.

Thirty-sixth Annual General Meeting.

1 68

AND PAYMENTS
DECEMBER 31, 1903.

PAYMENTS.			
	<i>£</i>	<i>s.</i>	<i>d.</i>
Salaries and Wages.....	2,035	18	8
Proceedings—Printing, &c.	278	5	7
Journal—			
Printing.....	£387	11	11
Postage	159	5	9
	546	17	8
Printing, ordinary	81	13	1
Postages, ordinary	227	3	0
Advertising Meetings	25	6	4
Meetings, Expenses of	184	17	6
Reporting Meetings	29	8	0
Stationery.....	147	18	10
Newspapers	119	8	7
Library—			
Books	£180	12	11
Binding, &c.	44	7	9
	175	0	8
Fuel, Light, &c.	143	19	6
Building—Furniture and Repairs.....	223	16	7
Guests' Dinner Fund	44	13	1
Rates and Taxes	395	1	6
Fire Insurance.....	26	8	0
Law Charges	2	2	0
Telephone.....	17	0	0
South African War Memorial	21	7	6
Annual Dinner.....	254	7	8
Conversazione—			
Refreshments	£138	15	7
Electric Lighting, &c.	58	18	6
Floral Decorations	20	0	0
Music	65	17	6
Printing	16	14	6
Fittings, Furniture, &c.	24	10	0
Attendance, &c.	25	14	6
	350	10	7
Gratuity	100	0	0
Miscellaneous	72	9	11
Subscriptions paid in error refunded	7	1	0
Payments on Account of Mortgage—			
Interest	£331	13	8
Principal	3,417	15	8
	3,749	9	4
	8,260	4	7
Balance in hand as per Bank Book.....	£1,675	16	1
Cash in hands of Secretary	11	12	0
	1,687	8	1
	£10,947	12	8

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Queen's College and University, Kingston, Canada
Queensland, Government of
Queensland, Agent-General for
Queensland, Collector of Customs
Queensland Geological Survey Department
Queensland Grazier, Proprietors of
Queensland Law Journal, Ltd.
Queensland Mercantile Gazette, Proprietors of
Queensland, Royal Society of
Queenslander, Proprietors of
Railway Reform Committee (Rhodesia)
Rand Daily Mail, Proprietors of
Rangitikei Advocate (New Zealand), Proprietors of
Ramaciotti, L. (Western Australia)
Redruth School of Mines, Cornwall
Religious Tract Society
Renty, Le Capitaine E. de
Review of Reviews, Proprietor of
Review of Reviews for Australasia, Proprietors of
Rhodes, Thomas
Rhodesia Advertiser, Proprietors of
Rhodesia Herald, Proprietors of
Rhodesia Scientific Association
Rhodesian Chamber of Mines
Rhodesian Times, Proprietors of
Richards, Grant

Richardson & Sons, Messrs. John
 Rivingtons, Messrs.
 Robertson, H. H. (Canada)
 Robertson & Co., Messrs. J. (Edinburgh)
 Robertson & Co., Messrs. J. H. (Queensland)
 Robison, W. H. (Queensland)
 Ross, D. A. (Manitoba)
 Rossland Miner (British Columbia), Proprietors of
 Routledge & Sons, Messrs. George
 Roy, J. Edmond (Canada)
 Royal Agricultural and Commercial Society, British Guiana
 Royal Anthropological Society of Australasia
 Royal Asiatic Society
 Royal Asiatic Society (Ceylon Branch)
 Royal Asiatic Society (Straits Branch)
 Royal Bank of Canada
 Royal Engineers' Institute, Chatham
 Royal Geographical Society
 Royal Geographical Society of Australasia (South Australian Branch)
 Royal Humane Society of Australasia
 Royal Institution
 Royal Scottish Geographical Society
 Royal Society of Literature
 Royal Society of St. George
 Royal Statistical Society
 Royal United Service Institution
 Russell, H. C., C.M.G. (N.S. Wales)
 Sands & McDougall, Ltd., Messrs.
 Sands & McDougall (South Australia)
 Sandbach, Parker & Co., Messrs. (British Guiana)
 Sandberg, G.
 Sarasavi Sandaresa (Ceylon), Proprietors of
 Sarawak, Government of
 Saturday Night (Toronto), Proprietors of
 St. Bartholemew's Hospital Journal, Editor of
 St. Christopher Advertiser, Proprietors of
 St. Dalmas, A. E. de (Canada)
 St. George's Chronicle (Grenada), Proprietors of
 St. Helena Guardian, Proprietors of
 St. John Ambulance Association
 St. Lucia, Administrator of
 St. Martin's Press
 St. Vincent, Administrator of
 St. Vincent Times, Proprietors of
 Sedgwick, H. D. (New York)

Selangor, British Resident at
 Seychelles, Government of
 Shaw, F. G.
 Sherratt & Hughes, Messrs.
 Sierra Leone, Government of
 Sierra Leone Weekly News, Proprietors of
 Sifton, Hon. Clifford
 Silberbauer, C. F.
 Simpkin, Marshall, Hamilton, Kent & Co., Messrs.
 Singapore Bar Committee
 Singapore Free Press, Proprietors of
 Singapore Municipal Commissioners
 Skeffington & Son, Messrs.
 Smith, Elder & Co., Messrs.
 Smith, H. Havelock
 Smith, Professor Goldwin (Canada)
 Smithsonian Institution (Washington, U.S.A.)
 Società Italiana d' Esplorazione Geografica e Commerciale (Milan)
 Société d'Etudes Coloniales (Bruxelles)
 Society of Arts
 Society of Comparative Legislation
 Society of Patent Agents
 Solas & Cooking, Messrs. (Jamaica)
 Solomon, George E.
 Somerset Budget (Cape Colony), Proprietors of
 Sonnenschein & Co., Messrs. Swan
 South Africa, Proprietors of
 South African Exports, Proprietors of
 South African Law Journal, Proprietors of
 South African Mines, Proprietors of
 South African News (Cape Town), Proprietors of
 South African Review, Proprietors of
 South Australia, Government of
 South Australia, Agent-General for
 South Australia, Government Astronomer
 South Australia Railways, Commissioner of
 South Australia, Royal Society of
 South Australian Advertiser, Proprietors of
 South Australian Public Library, Museum, &c.
 South Australian Register, Proprietors of
 South Australian School of Mines and Industries
 South Australian Zoological and Acclimatisation Society

Southland Times (New Zealand), Proprietors of
Sowden, W. J. (South Australia)
Spence, Percy F. S.
Speyer, H.
Spon, Messrs. E. & F. N., Ltd.
Srinivasa, Varadachari & Co., Messrs. (India)
Stanford, Edward
Stanford, William
Star (Johannesburg), Proprietors of
Steele & Co., Messrs. (Manitoba)
Sterns-Fadelie, F. (Dominica)
Stirling's and Glasgow Public Library
Stock, Elliot
Straits Echo, Proprietors of
Straits Settlements, Government of
Straits Times, Proprietors of
Sugar Journal and Tropical Cultivator (Queensland), Proprietors of
Sun (New Brunswick), Proprietors of
Surveyor, Proprietors of
Sweet & Maxwell, Ltd., Messrs.
Sydney Daily Telegraph, Proprietors of
Sydney Mail, Proprietors of
Sydney Morning Herald, Proprietors of
Sydney Public Library
Sydney Stock and Station Journal, Proprietors of
Sydney Trade Review, Proprietors of
Sydney University
Symons's Meteorological Magazine, Editor of
Table Talk (Melbourne), Proprietors of
Tarté, Mrs. E. E. F.
Tasmania, Agent-General for
Tasmania, Government of
Tasmania, Government Statistician
Tasmanian Mail, Proprietors of
Tasmania, Royal Society of
Taylor, Charles M. (Philadelphia)
Taylor, Captain G. G. (Jamaica)
Teece, R. C. (New South Wales)
Thompson, John H. (Canada)
Timaru Herald, Proprietors of
Timber, Proprietors of
Timber Trades Journal, Proprietors of
Times of Natal, Proprietors of
Times of Swazieland, Proprietors of
Todd, Sir Charles, K.C.M.G. (South Australian)
Toronto Board of Trade
Toronto Globe, Proprietors of
Toronto Public Library (Canada)
Toronto University (Canada)

Torres Strait Pilot, Proprietors of
Toynbee, Captain Henry
Tramway and Railway World, Proprietors of
Transvaal Chamber of Mines
Transvaal Department of Agriculture
Transvaal, Government of the
Treherne & Co., Messrs. A.
Trinidad, Agricultural Society
Trinidad, Botanical Department
Trinidad, Government of
Trinidad, Registrar-General
Trojan, Johannes
Tropical Agriculturist (Ceylon), Proprietors of
Turks and Caicos Islands, The Commissioner
Tyneside Geographical Society
Uganda, H.M. Commissioner
Umtata Herald (Cape Colony), Proprietors of
Union Castle Mail Steamship Co.
Union Coloniale Française (Paris)
United Provinces of Agra and Oudh (India) Government of
United Service Gazette, Proprietors of
United States, Department of State
University of London
Unwin, T. Fisher
Vacher & Sons, Messrs.
Vancouver Board of Trade (British Columbia)
Veluppillai, M. (Ceylon)
Victoria Colonist (British Columbia), Proprietors of
Victoria, Department of Agriculture
Victoria, Government of
Victoria Institute
Victoria Institute of Trinidad and Tobago
Victoria, Pharmacy Board of
Victoria Public Library, Western Australia
Victoria, Royal Society of
Victoria Times (British Columbia), Proprietors of
Victoria University (Canada)
Vince, C. A.
Vinson, Prof. Julien
Voice (St. Lucia), Proprietors of
Waghorn, J. R. (Winnipeg)
Waimate Times (New Zealand), Proprietors of
Wairoa Guardian (New Zealand), Proprietors of
Walker, E. J. (South Australia)
Wall, Edgar G.

Wanganui Herald (New Zealand)
 Proprietors of
 War Office
 Warburton, S.
 Ward, Lock & Co., Messrs.
 Warner, Robert
 Waterlow & Sons, Messrs.
 Watson, James (Canada)
 Weddel & Co., Messrs. W.
 Weedon, Warren (Queensland)
 Weekly Columbian (British Columbia), Proprietors of
 Weekly Courier (Launceston, Tasmania), Proprietors of
 Weekly News (British Columbia), Proprietors of
 Weekly Official Intelligence, Proprietors of
 Weekly Record (Taranaki, N.Z.), Proprietors of
 Weekly Recorder (Barbados), Proprietors of
 Weir, William (Canada)
 Wellington Harbour Board (New Zealand)
 West Africa, Proprietors of
 West African Mail, Proprietors of
 West Australian, Proprietors of
 Western Australia, Government of
 Western Australia, Agent-General for
 Western Australia, Department of Agriculture

Western Australia, Geological Survey
 Western Australia—Government Geologist
 West Australian Mining, &c., Journal, Proprietors of
 Western Mail (Western Australia), Proprietors of
 Western Pacific Herald (Fiji), Proprietors of
 West India Committee
 Westminster Co., The (Canada)
 Westminster Public Libraries
 Willcocks, Sir William, K.C.M.G. (Egypt)
 Wijeyesekere, F. A. (Ceylon)
 Williams, His Honour Mr. Justice F. Conde
 Woodhouse, A.
 Woodhouse, Messrs. C. M. & C.
 Woodville Examiner (New Zealand), Proprietors of
 Wragge, Clement L. (Queensland)
 Wright, E. F.
 Wynberg Times, Proprietors of
 Yeoman (Wanganui, N.Z.), Proprietors of
 Young, John (New South Wales)
 Young, Sir Frederick, K.C.M.G.
 Zanzibar, Director of Agriculture
 Zanzibar Gazette, Proprietors of
 Zeal, Senator, the Hon. Sir William A. K.C.M.G. (Victoria)

ADDITIONS TO THE LIBRARY DURING THE YEAR 1903.

Mode of Acquisition	Volumes	Pamphlets, &c.	Newspapers, &c.	Maps	Photographs, &c.
Donations.....	1,100	1,383	29,530	47	142
Purchase	340	533	11,574	—	—
Total	1,440	1,916	41,104	47	142

The CHAIRMAN: When we last assembled for our Annual Meeting a suggestion was made by Mr. George Beetham, an old friend and supporter of this Institute, who, it is well known, has its interests at heart, that an alteration should be made in the mode of election of the Governing Body, so that Fellows should be afforded an opportunity of nominating Councillors, whose names might be included in the Balloting List. Sir Henry Norman was in the chair, and he expressed himself as sympathising with this idea, and so did I, and I think Sir Henry added that the Council would take the matter into consideration.

The Council readily considered the question very fully, a special Committee having been deputed to inquire and report. They came to the conclusion, however, that were such an alteration made in the Rules, it would be difficult, if not impossible, to adhere to an important principle which has largely guided the Council in temporarily filling up vacancies, viz. to maintain a fair representation of all the principal Colonies or groups of Colonies, and of the Mother Country. It is a matter for earnest consideration whether the prosperity and standing of the Institute (which differs in many respects from other societies) have not been materially promoted by the method of election hitherto prevailing, and the Council therefore refrain from recommending any change. I may add that Mr Beetham has been communicated with on the subject, and withdraws his proposals for a change of system, as he fully recognises the difficulties that exist. I will now ask Mr. O'Halloran to read the letter.

The Secretary read Mr. Beetham's letter as follows :—

Albany Hotel, Hastings, February 12, 1904.

“ Dear Mr. O’Halloran,—I saw yesterday in the papers, that the Annual Meeting of the Institute takes place on Tuesday next. I had no idea that this would take place so soon, and I have not with me the papers Sir Montague Nelson kindly gave me to peruse. I have quite made up my mind, as far as I am concerned, to move no further in the matter. There is a great deal of force in the arguments put forward by the Council, as to the great difficulty in providing a system that would obviate the difficulties which exist. The proposal that was embodied in the documents as an alternative scheme, which I must admit proved that great attention had been given to the matter, went further in some points than I ever proposed myself. I cannot attend on Tuesday next, and I wish to thank the Council for the kind consideration they have given to the question, at the same time withdrawing the proposal to change the system of election. I have always felt that the Council have given every consideration to carry out their duties in the true interest of the Institute. As Talleyrand said, ‘evil laws well administered are often better than good laws badly administered.’ I certainly think we may trust the Council to administer the rules as they now stand.

“ Yours sincerely,
“ GEORGE BEETHAM.”

Continuing the Chairman said : In moving the adoption of the

Annual Report and Statement of Accounts, it gives me much pleasure to be able to assure you that the Institute continues efficiently to discharge the duties imposed by its Charter, and has fully maintained its position and influence during the thirty-sixth year of its existence which has just come to a close. This building has been thoroughly renovated during the summer recess, it is increasingly frequented by the Fellows, and its organisation is constantly availed of by persons in search of reliable information respecting the Colonies and India. Let me here explain that the inquiries that are daily received are of a varied category. The majority of these are promptly answered in the light of everyday experience, others receive the ever-ready help of experts who have recently arrived from beyond the seas, while many involve a considerable amount of literary research for which our unrivalled Library provides ample material in a complete and well-arranged collection of works, old and new, relating to every part of the British Empire. Our membership is larger than at any previous time, the past year's income exceeded all records with the exception of 1902, when the Coronation of their Majesties attracted an unusual flow of visitors who gladly availed themselves of the facilities awaiting them here. It is well to bear in mind that throughout its entire career this Institute has been conducted on strictly business lines and on an absolutely self-supporting basis, while at the same time rendering important services in many ways to the general public. Turning to the Report, we have again to lament the loss of valuable lives, including some of those early pioneers and supporters whose faith rose superior to many discouragements and has been amply justified by the course of events. There was once a time when we were not quite so fashionable as we are now, and the voice of the Colonial Institute was as the voice of one crying in the wilderness. But happily times have changed; kindred societies and inner circles have sprung into being out of this great and successful organisation, and we wish them well as workers in the great cause of the consolidation and closer union of an Empire of which we are alike justly proud. Passing from domestic concerns to those of wider scope, you will perceive that the Report takes a brief survey of current events of special interest to us. The official proclamation of an Empire Day for celebration throughout the realm has for many years been advocated by this Institute and urged on H.M. Government, and the efforts of Lord Meath in the same cause are bearing good fruit. The Council rejoice to see that the proposal has been adopted with

enthusiasm in many parts of Greater Britain, and they are in hope that the patriotic example thus afforded will ere long be followed by the inhabitants of these Isles. The levying of income-tax twice over within the same Empire is an anomaly against which the Institute has for years past protested, and representations as to the injustice of the system that have recently been addressed to H.M. Government by influential bodies, both in India and Australia, cannot fail to influence public opinion. The recent progress and development of the dominion of Canada afford grounds for the most cordial congratulation, and you are well aware that from its earliest days this Institute has never ceased to advocate the transplantation, in the interests of all concerned, of the surplus population of these Isles to strengthen and enrich British communities rather than countries under foreign flags. Our fellow countrymen in Australia have unfortunately had to encounter serious losses of stock and failure of crops from continuous and prolonged droughts; but happily the tide has now turned, and we have witnessed anew the recuperative power and the marvellous resources of that great continent. Both Australia and New Zealand have substantially increased their contributions to Naval Defence, and the prospects of the formation of a local branch of the Royal Naval Reserve are most hopeful. A notable object-lesson is afforded by Newfoundland, our oldest Colony, where a most efficient force is already in being. The recent war in South Africa revealed in a remarkable degree the sources of strength that the Empire can count on in time of need from amongst the loyal inhabitants of our scattered possessions beyond the seas. The devastation engendered by that war is being repaired by degrees, but the authorities in South Africa have had to cope with a herculean task that has taxed and still demands all their energies, while the full development of mining and other industries has been seriously retarded by the insufficiency of the labour supply. The opening up of the African interior and its great resources by means of railways is proceeding apace, and it is anticipated that amongst other products an independent supply of cotton may in due time be counted on, as well as from India, the West Indies, Ceylon, Fiji, and other British possessions. The report refers to the more hopeful feeling that now prevails in the West Indies through the foreign bounty system having been brought to a termination. In Jamaica a hurricane occasioned loss of life and property that we all deplore, but such catastrophes must inevitably occur from time to time within the bounds of our vast Empire, and we have since heard of a similar calamity in Fiji; and

a destructive flood at Bloemfontein. Turning for a moment to India, Lord Curzon's administration has been notable for the upholding of British prestige, the strengthening of the frontier, and the ameliorating of the condition of the teeming populations committed to our care by special attention to famine management, irrigation, and industrial and technical education. Unhappily the scourge of plague prevails to an extent that is hardly realised in this country, the deaths in a single week having numbered over 21,000. The Government has done all in its power to facilitate inoculation against this dire disease, and induce the adoption of preventive measures by directing attention to sanitation; but it is a matter of extreme difficulty to awaken the inhabitants of the great cities to the necessity for up-to-date and scientific precautions. During the very fully attended meetings of the past year subjects of the highest moment came under discussion, amongst them being the prevention of tropical diseases, national defence, and the closer commercial union of the Empire. All such questions have elicited the warm sympathy and, as far as possible, the active support of the Council of the Royal Colonial Institute. The printed proceedings have been widely circulated, and it is a satisfaction to know that the importance of such great Imperial questions is becoming much more adequately realised by all classes of the community. I will now move the adoption of the Annual Report and Statement of Accounts.

Sir CHARLES BRUCE, G.C.M.G.: I am glad to accept the invitation to second this motion. For many years I have been connected with the Institute as a non-Resident Fellow, and being in that position I am perhaps the more free to congratulate members generally on the work of the Council and on the success of their operation during the existence of the Institute, which I think has now lived for over 86 years. The Council conclude the Report by congratulating the Fellows "on the growth of the Imperial sentiment and the wide-spread desire that now prevails for the maintenance and consolidation of the Empire." The Chairman has noted that that sentiment and that desire have not always been so strong as at the present moment. I myself became connected with the Colonial Empire in 1868. The Institute was established in that year. I think perhaps at no time during the last century was the Imperial sentiment so feeble as in 1868 and 1869. In those two lines the Council have, in fact, expressed the very spirit of the Institute and the *raison d'être* of its existence, and on behalf of the non-Resident Fellows in various parts of the world I

take upon myself to congratulate the working members of the Institute, Council, and the Resident Fellows (I would mention particularly Sir Frederick Young), for the share they have had in promoting the growth of that sentiment during the last 86 years.

Mr. W. SUBRIGHT GREEN : I think the Report is one of the most favourable we have had for many years past. The increase in the number of Fellows since 1898 has perhaps not been very large, but certainly very steady, and although the annual income has not been quite so steady as formerly we find very distinct evidences of the prosperity of the Institute, inasmuch as the balance in favour of assets over liabilities is nearly £55,000. We also find that the balance of the loan for the purchase of the site and to pay off debentures on security of mortgage is reduced to less than £8,000, which I think is highly satisfactory. I also desire to congratulate the governing body on the exceedingly high class of Papers we have heard during the past and the present year, and the great addition made to the enjoyment of them by the excellent lantern views. But perhaps I had better not say too much about that, lest our Secretary think of putting on a charge for reserved seats in order to pay the expenses. Another point of a general character is that I think we must all have noticed that in former days when people in this country went out to build up the Empire they were spoken of vaguely as being "somewhere abroad," as though they were utter castaways. Our Colonial statesmen have not shewn themselves much abroad at all events. I am old enough to remember when in the schools we never heard of the Colonies, and the Empire was hardly thought of. Now, fortunately, something is taught of them in every school, I think I may say, in the Kingdom. That is a subject of much congratulation. With the last sentence in the Report I think we must all be in accord. Certainly the Institute has done a vast deal to improve the Imperial sentiment, and is taking every measure to maintain and support the solidarity of the Empire.

Mr. H. DE R. WALKER : I am sorry to strike a discordant note, but I feel bound to call attention to the paragraph in the Report which says "The development of the mining industry in South Africa appears to have been retarded by an insufficiency of native labour, and it is to be hoped that the attention which this important question is now receiving will result in other and sufficient sources of supply becoming available." If I am in order I should like to move the omission of that sentence. I am quite willing to admit

the matter is put very mildly, but what I am anxious about is lest these words should go forth as an endorsement by the Council of the policy of introducing Chinese labour, a policy to which I am strongly opposed. There are people of all parties in this country who strongly oppose that policy, and we know also that Australia and New Zealand have made strong protests against it. I do not wish, of course, to do anything hostile to the Council, whose work I so much appreciate, and I simply make this suggestion in order to remove any possible feeling in the British dominions beyond the seas that the Council have taken up a definite attitude on the matter.

The CHAIRMAN : I confess I have some little difficulty in accepting the amendment. The Report has already been circulated among some 4,500 members—is, in fact, public property, and further no notice has been given of the amendment. But I would point out to Mr. Walker that the sentence to which he objects is merely the expression of what is known to be a fact, namely, that the mining industry appears to be retarded owing to an insufficiency of labour, and the Council merely express the hope that some means may be devised of supplying the deficiency. It seems to me a little hypercritical to allege that these words necessarily imply that the Council give their support to any particular cure that is proposed.

Mr. J. L. LYELL : I have read this paragraph, which I think is an extremely mild statement of the case. Does Mr. Walker say that the statement is untrue ? It seems to me to be a mere statement of fact which could not very well be expressed otherwise.

Mr. FREDERICK DUTTON : I don't think we can complain that Mr. Walker or any other member should express an opinion in regard to any particular paragraph in the Report, but I would point out that after all the object of the Council simply is to draw the attention of the Fellows on this annual occasion to the more important and salient features touching different parts of the Empire. I do feel some surprise and perhaps a little disappointment that the words in question should be taken as expressing any very decided opinion on the particular matter looked at from any point of view. The paragraph was very carefully considered by the Council, as in fact is every part of the report, and the Council were anxious, while drawing attention to what they considered to be a matter of great importance, to do so in a way which would not call for any criticism of the nature now passed upon it. After all the Transvaal is a very important part of the Empire. It is beyond question that the mining industry is the backbone of the Colony, and that that industry at

the present moment, from various causes, is not in the condition it should be in, certainly not so far as concerns the prosperity of the Empire, and I don't think there could be any difference of opinion at all on the statement that it is very desirable that a sufficient supply of labour should be got for that industry. That is all the paragraph in substance amounts to. Perhaps I may be allowed to say one word with regard to the subject of the double income-tax, a subject in which I have always personally taken deep interest. I am glad to see that as a public question it shows signs of movement. On more than one occasion I have indicated the difficulties the Council have felt in dealing with the question until a sufficient body of opinion outside can be brought to bear on the authorities with regard to it. It is a question of money, and we know how difficult it is to get the Treasury to give up money, and one of the chief arguments the Treasury has brought forward is that it is essentially a point to be dealt with when the whole of the monetary arrangement between the Mother Country and the Colonies comes to be regarded as a broad and comprehensive whole. What I think is encouraging about the present position is that public bodies in Australia are now themselves moving in the matter and have been addressing the Commonwealth Government. This leads one to hope that the question may now in some form or other come under the observation of the Governments on both sides, and I think that will be the first step towards obtaining a solution.

Mr. R. COTTLE GREEN : As one of the oldest British residents in the Transvaal, having gone out there forty years ago, I may be allowed to say one word from experience, and as one who has no connection with the capitalists whatever. It is this, that the statement in the paragraph is a mere statement of fact, the omission of which by the Council would have left their Report quite colourless as a review of the affairs of South Africa.

The CHAIRMAN : I may perhaps appeal to Mr. Walker whether he is satisfied with the expression of opinion that has been elicited.

Mr. H. DE R. WALKER : I am quite satisfied with the attention that has been drawn to the matter, and I don't propose to press my amendment.

The report and statement of accounts were unanimously adopted.

Mr. FREDERICK DUTTON moved—"That the thanks of the Meeting be given to the Honorary Treasurer, Sir Montagu F. Ommanney, K.C.B., K.C.M.G., I.S.O.; the Honorary Corresponding Secretaries in the various Colonies; and the Honorary Auditors,

Mr. F. H. Dangar and Mr. H. F. Billinghurst, for their services during the past year." This resolution we always receive with acclamation. Sir Montagu Ommanney not being present,¹ I am able to say, with a little more emphasis perhaps than if he had been here, how greatly the Council and Fellows appreciate the services rendered by him for so many years as Honorary Treasurer. We all know his influence, and his interest in the affairs of the Institute has been of very great value to us, and I hope that for many years to come this resolution may be associated with his name. In regard to the Honorary Corresponding Secretaries, I should like to say in your name and in the name of the Council how much we appreciate the great advantage the Institute has enjoyed in having had their services in various parts of the Empire. When we remember that amongst the Fellows of the Institute nearly 8,000 are non-resident, and how much the maintenance of the efficiency of the Institute depends on the activity and co-operation of the Honorary Corresponding Secretaries, we see at a glance how important their services are. I need only allude to the services of the Honorary Auditors, which are well known to be so efficient.

Sir NEVILLE LUBBOCK, K.C.M.G.: I am glad to second this motion. We have not on this occasion had the pleasure of listening to the statement which Sir Montagu Ommanney generally makes with so much lucidity with regard to our financial position, but a glance at the balance-sheet will show that he would have had as satisfactory a statement to make as in any preceding year.

Mr. HOLROYD CHAPLIN asked for an explanation of an item of £100 described in the statement of accounts as "a gratuity."

The CHAIRMAN : That is for secretarial assistance to the Honorary Treasurer who is Under-Secretary of State for the Colonies.

The motion was agreed to.

Mr. F. H. DANGAR : On behalf of Mr. Billinghurst and myself, I wish to thank you for the vote in our favour. The accounts, as

¹ The following letter was subsequently received :

Colonial Office : 17 February, 1904.

" Dear Mr. O'Halloran,—I was much disappointed not to be able to attend the annual meeting yesterday. When it was decided that Mr. Lyttelton was to speak on the Asiatic Labour question before dinner, I was obliged to go down to the House, and I did not get away until seven o'clock. I have no doubt you had a very successful meeting, and I could have added little to what is stated in the Annual Report.

"Yours sincerely,

"M. F. OMMANNEY."

usual, we found in a most satisfactory state. The only item to which I would call attention is one of £219, the estimated value of subscriptions outstanding amounting to £879. Of course, gentlemen all over the world sometimes neglect to pay their subscriptions, but hitherto the amount estimated has been more than realised in the course of the year, and I have no doubt you will find at the end of this year that this estimate has been fully justified. The accounts speak for themselves. You will see the grand position the Institute is in. It is estimated, I may say, that the debt on the building will be entirely extinguished in two or three years, and we shall have then the freehold in our own hands.

Mr. JOHN FERGUSON, C.M.G., M.L.C.: On behalf of the Hon. Corresponding Secretaries I beg to return you hearty thanks. Personally I have been connected with the Institute almost from its inception, but my position as Hon. Corresponding Secretary in Ceylon has, I regret to say, been rather in the nature of a sinecure, though I have always been most ready to respond to any call, and my interest in the Institute is second to nobody's. I think we shall now enter on a new era in connection with the Institute in Ceylon. I am delighted to see the name of our able and popular Governor on your Council, which will attract a considerable number of our planters, Civil Servants, and others who had not thought of becoming members.

The Scrutineers announced the result of the ballot for the election of members of Council as follows:—

President.

H.R.H. The PRINCE OF WALES, K.G., G.C.M.G.

Vice-Presidents.

H.R.H. PRINCE CHRISTIAN, K.G., G.C.V.O.	LORD BRASSEY, K.C.B.
DUKE OF ARGYLL, K.T., G.C.M.G., G.C.V.O.	LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.
DUKE OF DEVONSHIRE, K.G.	RIGHT HON. Sir GEORGE TAUBMAN GOLDFIE, K.C.M.G.
MARQUESS OF LINLITHGOW, K.T., G.C.M.G., G.C.V.O.	SIR HENRY E. G. BULWER, G.C.M.G.
EARL OF ABERDEEN, G.C.M.G.	HON. SIR ROBERT G. W. HERRERA, G.C.B.
EARL OF CRANBROOK, G.C.S.I.	FIELD-MARSHAL SIR HENRY W. NORMAN, G.C.B., G.C.M.G., C.I.E.
EARL OF DUNRAVEN, K.P., C.M.G.	SIR CECIL CLEMENTI SMITH, G.C.M.G.
EARL GREY.	SIR JAMES A. YOUL, K.C.M.G.
EARL OF JERSEY, G.C.B., G.C.M.G.	SIR FREDERICK YOUNG, K.C.M.G.
EARL OF ONSLOW, G.C.M.G.	
EARL OF ROSEBERY, K.G., K.T.	

Councillors.

ADMIRAL SIR NATHANIEL BOWDEN-SMITH, K.C.B.	HON. HENRY B. LEFROY, C.M.G.
THE HON. T. A. BRASSEY.	LIEUT.-GENERAL R. W. LOWBY, C.B.
ALLAN CAMPBELL, ESQ.	SIR NEVILLE LUBBOCK, K.C.M.G.
F. H. DANGAR, ESQ.	SIR GEORGE S. MACKENZIE, K.C.M.G., C.B.
FREDERICK DUTTON, ESQ.	S. VAUGHAN MORGAN, ESQ.
LIEUT.-GENERAL SIR J. BEVAN EDWARDS, K.C.M.G.; C.B.	SIR E. MONTAGUE NELSON, K.C.M.G.
T. E. FULLER, ESQ., C.M.G.	G. R. PARKIN, ESQ., C.M.G.; M.A., LL.D.
SIR JAMES F. GARRICK, K.C.M.G.	SIR WESTBY B. PERCEVAL, K.C.M.G.
MAJOR-GENERAL SIR HENRY GREEN, K.C.S.I., C.B.	LIONEL PHILIPS, ESQ.
ALFRED P. HILLIER, ESQ., B.A., M.D.	RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.
SIR HUBERT E. H. JERNINGHAM, K.C.M.G.	MAJOR-GENERAL C. W. ROBINSON, C.B.
WILLIAM KESWICK, ESQ., M.P.	SIR CHARLES E. F. STIRLING, BART.

Honorary Treasurer.

SIR MONTAGU F. OMMANNEY, K.C.B., K.C.M.G., I.S.O.

Mr. W. L. ALLARDYCE, C.M.G.: I move "That the thanks of the Fellows be accorded to the Council for their services to the Institute during the past year, and to the Chairman of this meeting for presiding." When we think who are the gentlemen composing the Council and of the many calls there must be on their valuable time, I think we cannot be sufficiently grateful to them for turning up in the way they persistently do and attending to our affairs with the results we have heard of this evening. The Institute appears to be in a most excellent financial position, but there is another point of view, namely, the Imperial point of view, and we can see how much the Council have had at heart all Imperial matters. Coming from far-away Fiji, which may not unfitly be regarded as one of the outposts of the Empire, I can testify that we read with the greatest interest the Journal of the Institute as it periodically reaches us, and, thanks to the Institute, though far away we feel distinctly in touch with all Imperial matters.

The motion was seconded by Mr. John Goodliffe, and agreed to.

The CHAIRMAN: On behalf of the Council and myself as Chairman of this meeting, I beg to thank you for your compliment. I would mention one thing which has struck me very forcibly, indeed in my constant attendance at the Council meetings, and that is the large attendance of members at the several meetings throughout the year. I am, as you know, personally very much interested in the Institute, and I am very much impressed by seeing the constant large attendance of Councillors from time to time, and the deep interest which my colleagues feel in the work they have undertaken.

to perform. One word with respect to our officers. I think you will agree that no society in this country has a more efficient staff of officers, from my worthy friend Mr. O'Halloran, the Librarian, and the Chief Clerk downwards. It is impossible any society should be served by a more efficient staff.

Mr. O'HALLORAN : I beg leave to thank you on behalf of the staff. I am fortunate in having the help of devoted assistants, whose heart is in their work and who never lose an opportunity of doing all in their power to advance the welfare and prosperity of the Institute.

AFTERNOON MEETING.

AN AFTERNOON MEETING was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday March 8, 1904, when Mr. J. Cathcart Wason, M.P., read a Paper on "The East Africa and Uganda Protectorates." Sir George S. Mackenzie, K.C.M.G., C.B., a member of the Council of the Institute, presided.

The CHAIRMAN said the subject of the Paper was one which he had personally studied very closely during the last fifteen years, and he was still intimately acquainted with what was going on in British East Africa. They must all feel very much indebted to members of Parliament who, like Mr. Wason, devoted their well-earned holidays in going to visit these outlying parts of the Empire, and who from the personal knowledge which they gained no doubt brought beneficial influence to bear in the House of Commons when votes were asked for much-needed public works in those parts.

Mr. CATHCART WASON, M.P., then read his Paper on

THE EAST AFRICA AND UGANDA PROTECTORATES.

(With special reference to British Settlement.)

It is difficult to realise that the country from the Mombasa coast to the Congo Free State, from the great Victoria Lake to the Soudan, which has been described by distinguished missionaries, soldiers and travellers, and which has passed within the last few years from the rule of savage tyrants, from constant tribal raids and wars, and from which the accursed trail of the slave-dealer has but recently been obliterated, lies easily within the compass of a three months' holiday from London. We decided to visit the country and try to learn something of the true facts of the case, something that would enable us to tell the people of Orkney and Shetland with some degree of accuracy what prospects for settlement lay there, and whether the heritage of which they are entitled to demand their share was being neglected.

The vast area which at present goes under the names of the

East Africa and Uganda Protectorates (terms meaningless and unattractive) might be united and more appropriately called Victoria-land. This great territory, above all things, wants to be in the grip of one man as Commissioner and Governor, responsible only to the Home Government, and, with a council composed of some of the very able civil servants who now carry on the business of the country, relieved of the pressure of officialism and of distant ignorance, its prosperity would advance by leaps and bounds.

To Sir William Mackinnon more than to any other individual belongs the glory and credit of having rescued this great country, larger by far than Great Britain, and capable of carrying in the not far-distant future millions of strong white people, from the curse of slavery and the rule of witchcraft, cruelty, and lust; the railway practically gives the Empire another road to India, and very materially strengthens our lines of communication.

Nairobi, the centre of the settlement, is a most charming spot over 5,000 feet above the sea, and, although perhaps for a few hours in the middle of the day the strength of the sun is considerable, the mornings and evenings cannot be surpassed, and few sensations can be more agreeable than a sharp ride before breakfast or in the afternoon. Leaving Nairobi pretty early after a pleasant drive of two hours, the Government station, Giboretta, was reached, where breakfast was kindly provided by the officer in charge. We passed through much of the Kikuyu and Masai country, and it was gratifying to know that the Government had done much towards providing reserves for natives in this district, and much yet remains to be done for adequate protection of native rights. We visited a Kikuyu chief, who presented us with a fat sheep with many expressions of goodwill. Their huts are fairly large and comfortable, circular, with a fire in the centre; bedsteads somewhat of the Indian style were ranged round the wall furthest from the fire, and round the fire were quite a number of sheep with lambs, apparently enjoying the warmth and shade. After breakfast Mr. Paterson, formerly of the Scotch Mission under Dr. Scott, acted as guide, and smart riding ponies soon took us to the Mission station, where we were cordially welcomed by Dr. Scott, a former resident of Shetland, and much interested in hearing news from there. Dr. Scott is going in heavily for potato cultivation. Potatoes grow in this district to perfection; but the policy of growing them on a large scale is doubtful, as the local market is a mere nothing, and the South African market very risky. Native labour at present is good, plentiful, and cheap; it seems a pity to adopt a course which by

raising the price of native labour must very seriously injure the prospects of the poor and struggling settler. We then called on a settler, a sturdy Scot from Kirkcudbrightshire, and received a most hearty welcome, and enjoyed a cup of tea, a smoke, and a rest very much. Mr. McQueen has a most beautiful homestead on the Bagathi River, a comfortable house and outbuildings, and it would be hard to find anywhere a more thoroughly happy, contented group than Mr. and Mrs. McQueen and their sturdy little ones. Their looks spoke volumes for the health of the country, and their farm volumes for the capabilities of the country, and showed most eloquently that this is, emphatically, a country for close settlement and should be zealously guarded for the people and not granted for practically nothing to speculative syndicates or in great areas to individuals.

What happens, as far as one can understand, is this. Syndicates select and put in an application for many thousands of acres or square miles. Having put in their application and received possibly some official receipt, the next step is to treat the application as a concession and endeavour to sell it to another Syndicate, and possibly to individual settlers, at a handsome profit. Is it too much, then, to say that the land system is a chaotic muddle? The Local Administration is powerless, and what heart can one have in administering a country under the circumstances I have described? At the present moment it is common rumour that so-called land concessions, embracing large tracts of fertile land on both sides of rivers, are being hawked about South Africa.

The most desirable class of settlers (and unless we get that desirable class we might just as well leave the country alone) are those of good character, with sufficient capital to carry them over at any rate the first three to five years, and who will be contented to make an honest living and see fair prosperity for their children in the future. Now, supposing a settler of that class were to desire to emigrate, he would find his path beset with difficulties from the outset. Instead of being able to take ship from London direct, he would probably find his best plan would be to proceed to Antwerp; from there he would get a good German ship to take him to Mombasa. The prospective settler with a limited capital would hardly care to undertake the long and expensive journey to Marseilles, Naples, or Trieste.

Well, our emigrant, having got to Antwerp, will find himself exceedingly well done by till he reaches Mombasa, and there difficulties will again surround him. Hotels are scarce and very expensive; the language will be a hopeless mystery to him, but, having

probably heard that Nairobi is the centre of the province and of the Land Administration, after considerable discomfort and expense, he will get a train from Mombasa that will bring him to Nairobi in about twenty-four hours. The few nights he will have spent in Mombasa, in the sweltering heat, may possibly have induced him to dispense with thick clothing—if so, before daybreak he will long for some thick woollen garments and blankets.

Arriving at Nairobi, and trusting his difficulties are over, he will again find his troubles are only beginning, there being only a small hotel, possibly full, so he may find it necessary to purchase a tent and camp near the railway station, where good but expensive meals can be obtained.

Finding his way to the Land Office, the settler will be lucky if he find the Land Officer and Chief Surveyor in, but as that gentleman is not only supposed to attend to the Land Office, but make close inquiries into the character and position of every settler (for, under Rule II., "Every holding shall be subject to the approval of the Land Officer, who may refuse to accept any application on showing reason"), and also personally to survey the hundreds of applications that have to be dealt with in the Protectorate 570 miles by the railway from east to west, and from the German boundary on the south to the deserts and Abyssinia on the north; in some places for over 200 miles, it will be at once understood that it is exceedingly unlikely that the settler will find that gentleman at home. If he does he will be lucky, as the present holder of the office is very anxious to afford every information and assistance in his power, but without the power of dividing himself into fifty officers as energetic and capable as himself, it is absolutely impossible in any way to overtake the work, and, as for the settler, although unoccupied land is for present purposes more than abundant, he will find it only with the greatest difficulty, and without the Government being in a position to afford any practical assistance. "Water, water everywhere, and not a drop to drink." Land for speculation, land for syndicates, but for the man the country wants no assistance whatever. He may spend his time and waste his money looking for land, and then more than likely find it is in the grip of some syndicate or other. Now, if the paralysing influence of the Foreign Office were removed, and local knowledge and experience brought into play, all this state of things might be altered in the course of a few months. The Protectorate is divided into six provinces, each ruled over by Sub-Commissioners and Collectors, really high-

class magistrates. The Commissioner, really Governor, with a Deputy Commissioner, rules, as far as the Treasury and the Foreign Office permit, over the whole Protectorate, and the military are also under his control. All over the different provinces stations are established ruled over by the magistrates, whose duties are onerous and require great judgment and discretion, as they possess very considerable powers of punishment. Each of these stations is now a centre of civilisation, and each should be a centre of settlement. Each station should have reserved round or near it a very considerable extent of land, much more than the mile now authorised, should at least have a duly qualified surveyor with one or two capable assistants, and, as far as possible, should practically grow its own food, instead of carting or carrying it over miles of rough road at a great and quite wasteful and useless expense.

Each station, then, being provided with a suitable survey staff, and being a centre of civilisation and settlement, could provide (without any cost to the Government) adequate accommodation for settlers at a reasonable rate. No buildings of a permanent character would be required, for most comfortable grass huts can be provided practically without cost. A large mess hut with sleeping huts round will be all that is necessary in the meantime. Settlers on their arrival in Mombasa, should be met by a Government officer, who should be able to make arrangements for their maintenance at a reasonable rate, instead of putting them to the expense of hotel life. It can never be too strongly impressed on those in authority that the very best class of settler may be those to whom a few pounds is of great importance. The Government officer should give every assistance in his power, and the settler could make his choice among the various stations, and, having made his selection, should proceed to his destination without any delay. There he would be cordially welcomed and doubtless find other settlers in a similar position to himself, and in a few months a very considerable and accurate knowledge of the country would be acquired. No time would be wasted hunting up officials and hunting for land. As suitable sized areas were surveyed, they would steadily be occupied by industrious settlers, and to some extent it would be advisable for some time to keep settlers together, so that they could materially assist each other, and schools could be established and necessary religious services. This is the only possible way of settling the country satisfactorily. Speculators and syndicates must be sternly repressed. Yearly grazing rights could be granted which would produce revenue and encourage pastoral pursuits, and would net

hinder settlement. If emigrants could embark from England and land direct in Mombasa, be kindly received there by Government officers, and proceed at once to a Government station, where they could live at a very cheap rate and learn experience, the result would be entirely satisfactory. Many inquiries satisfy me that a very small sum per week, probably five shillings or less, would quite recoup the station provided such food as mutton, maize, potatoes, and other vegetables were grown on the spot. If Government would adopt such plans of assisting and encouraging emigration and which would entail no further burden on the Treasury (except the absolutely essential cost of survey, for which they would soon be recouped), colonisation could be materially assisted by well-disposed persons at home. Farmers' and crofters' sons, workmen, young men full of life, hope, and strength, but unable possibly, largely on account of these advantages, to pass the necessary examinations for army and civil life, could all find a home and a wage in this truly magnificent country.

DISCUSSION.

Sir H. H. JOHNSTON, G.C.M.G., K.C.B., said that about twenty years ago he was making preparations for his first expedition to British East Africa (Kilimanjaro). He had a very distinguished predecessor, whom he regarded as the real originator of British East Africa, Mr. Joseph Thomson, who died all too young in 1895. His great journey from Mombasa was commenced in 1882 and finished in 1884. Mr. Thomson showed the short cut to the Victoria Nyanza, and was the first European to reach Kavirondo Bay. It was always a regret to him that he had not been able to prevail with those concerned to give Mr. Thomson's name to some place on the lake. His reports sent home to the Royal Geographical Society had attracted the attention of Mr. Gladstone, and there was another British statesman, who was then at the Foreign Office, Lord Edmond Fitzmaurice, who, perhaps more than most of his colleagues, saw the possibilities of a white man's settlement in Equatorial Africa, and who chose to select himself (Sir H. Johnston) as one agency by which this work should be commenced. He quite agreed about the want of facilities that had perhaps delayed British settlement in East Africa. Uganda must to a great extent be left to its indigenous inhabitants, but with possibilities of development no doubt under the instruction of Europeans. It was however emphatically a black man's country. Crossing the Victoria

Nyanza from Uganda, and coming to those magnificent tablelands (the Nandi plateau), you really lighted upon a white man's country under the Equator, a country now almost devoid of native population owing to the ravages of war, slave trade and the like. It was a land nearly approaching the designation of an earthly paradise, a land of perpetual summer, where the heat was so tempered by the elevation of the country that the white man could work out of doors almost all through the day. Whether they could do that at Nairobi he was not able to say; perhaps the latter was really a district where the white man would require the assistance of the black. He should regret deeply if through want of foresight or through muddling on our part this paradise should go astray. Above all, he did not wish to see this beautiful country got hold of by syndicates. It ought as far as possible to be parcelled out among British settlers of the right stamp. Mr. Wason had shown what we did not all realise—that these outlets for the surplus population of the United Kingdom were rapidly diminishing. Australia and New Zealand were almost closed against settlers of moderate means, and Canada was closing up, while here in East Africa there were about 18,000 square miles which without injustice to anyone we could offer for settlement. Though he tried to be liberal minded, he confessed he was disappointed when he heard that this beautiful country, which we had received as our guerdon for constructing the Uganda Railway, was offered to certain subjects of Russia, Roumania, and other countries, undergoing maltreatment. He was aware that the Foreign Office, being at the mercy of the Treasury, experienced certain difficulties in the matter of rapid surveys, but he was happy to think that the Treasury was becoming convinced that something adequate must be done. A great part of the land was at present unmapped and unsurveyed, but he was able to state, having recently been called into consultation, that several fresh surveyors were to be despatched, and he held strongly that money could not be better spent than in producing a thoroughly careful survey, so that plots could be marked out even in London for intending emigrants.

Mr. HERBERT SAMUEL, M.P., said that having recently visited British East Africa he did not think that people realised what a valuable possession that country was. It was admirably suited for a white settlement, and he remembered that Sir Charles Eliot (the Chief Commissioner) had told him that he thought in future British East Africa would become a second New Zealand. We ought above all things to avoid the policy now apparently being pursued by the

African department of the Foreign Office of parcelling out great stretches of country and giving them to companies who afterwards disposed of them as best they could. It was desirable, he thought, to encourage a population of small agricultural working farmers. Settlers were now going out in considerable numbers, comparatively speaking. He saw that in the last number of the *Mombasa Standard* mention was made of the arrival of fifteen farmers in one week, who proceeded up country to take land in the neighbourhood of Nairobi. The tropical country in the neighbourhood of the coast and of the Victoria Nyanza was especially suited for Indian settlers, who were going out in considerable numbers. He agreed with Mr. Wason that a new name for the Protectorate was desirable, but he confessed he did not like the name Victoria Land, which was too similar to that of one of the Australian States. He also thought that Mr. Wason's idea that the Uganda Railway might serve as a new route to India was somewhat fanciful. The cost of the railway was no doubt excessive, but he thought that both from a humanitarian and an economic point of view the railway was one of the works of Empire in Africa of which we might well be proud. He agreed that Uganda itself was a black man's country.

Sir T. FOWELL BUXTON, Bart., G.C.M.G., whom the Chairman described as one of the real founders of British East Africa, recalled the time when Sir George MacKenzie and himself were ordinary directors of the British East Africa Company, under the presidency of one whose memory would ever be dear, Sir William MacKinnon. There was something much more than ordinary in the case of Sir George Mackenzie, because he went out twice to the coast to act as administrator, and the directors knew how valuable his assistance was. If good traditions had prevailed among the administrators of that coast he thought this was largely due to the impulse received from Sir George Mackenzie. His own interest in the country had been maintained partly by the fact that his brother, Sir E. Buxton, at one time chairman of the London School Board, went out there with his daughter and had experiences which had been described, and at present he was looking forward to the time when a son of his own and his wife would visit the country. In regard to the cultivation of the potato, he would like to know whether there was not likely to be an increasing demand for produce of that kind in South Africa. He hoped the good things said concerning our rule in this part of the globe were going to be more and more justified as the years went on. It was to be observed that the advantages of our presence there were not limited to our own territory, the Germans

themselves acknowledging that much of their prosperity in the neighbouring country came through us.

Mr. F. H. DANGAR desired to thank Mr. Wason for his very interesting Paper, but as he had never visited East Africa he would not attempt to discuss it. He wished, however, to say a few words in connection with Mr. Wason's statement as to Canada affording the only outlet for the surplus population of the United Kingdom. Canada no doubt offered great inducements to farmers from many points of view: but, as an Australian, he claimed that no better field was to be found for the production of all cereals than that country, and although it was only just recovering from the effects of a severe drought, the pluck and energy of the people were so great that for the season just closed the quantity of wheat available from New South Wales alone for export was about 400,000 tons, while from all the States it was computed to be about 1,000,000 tons. The various Governments were, he understood, resuming large areas of land under the Closer Settlement Act, and as many station holders were selling portions of their estates, and as the rich agricultural areas could now be reached by railway, he claimed that Australia presented as good a field for capital and industry as any other part of the Empire.

Lady HAMILTON had extreme pleasure in being present, she said, because Mr. Wason represented Shetland, which was her late husband's birthplace, and which her sons considered to be the paradise of the world, and because one of those sons was a judge in the East Africa Protectorate, which Mr. Wason visited. In a letter which she received only the other day he mentioned that he had met Mr. Wason on the Uganda Railway, whom he had not seen since they met in Shetland in August last. As to the question of land she had freely spoken of Nairobi as a profitable place for European settlers, as she had understood that the Foreign Office was ready to give land for nothing to settlers with some capital; she would like to know how the matter stood. She commended to the notice of the meeting a little book written by a young official, called "Station Studies," which, she said, contained exquisite descriptions of scenery and an amusing account of the life in the neighbourhood. She gave the luncheon menu at Mombasa to Mr. Chamberlain, as follows:—"December, 1902 : Mombasa prawns, pilau, cold hump, Nairobi vegetables, plovers, mango jelly, Uganda coffee"—to illustrate the Colony's highly civilised condition.

Mr. D. THEOPHILUS stated that a few days ago he had a letter from a relative at Nairobi who informed him he was going to grow potatoes and send them to Durban and Johannesburg, where, he said,

there were very good markets for them. The price of land out there, he believed, was 8s. 4d. an acre, and his correspondent told him that the land was the finest under the sun, and that he hoped to do well out there.

Major S. ROWLAND TIMSON, V.D., understanding that one of the objects of the Paper was to encourage settlement, asked how official information could be had on the subject. He frequently came into contact with young farmers who found agriculture not very profitable, and were anxious to find new openings, and he thought reliable information would be very helpful to them.

In proposing a vote of thanks to Mr. Wason, Sir GEORGE S. MACKENZIE, the Chairman, pointed out that the statement was not accurate that a person could not travel from London to Mombasa except by a foreign steamer, the fact being that one could go by the P. & O., transhipping at Aden to the British India S. N. Co., both lines being subsidised by our Post Office for the conveyance of mails. He quite agreed that great credit was due to the late Mr. Joseph Thomson for his memorable journey, and he agreed also with Mr. Wason in his kindly reference to Sir William Mackinnon ; but undoubtedly the acquisition of the territory was due not so much to Mr. Thomson as to Sir William Mackinnon and the founders of the British East Africa Company. But for their prompt, patriotic, and at a critical time their self-sacrificing action, the important naval harbour of Mombasa would to-day be a German port, and Uganda and the head-waters of the Nile would probably be under a foreign flag. Had this been so when the French were at Fashoda, the settlement of the Egyptian question might have been very different. The holding of the territory practically placed in our hands the key of the back-door of Egypt. As regarded the Uganda Railway, he agreed with Mr. Samuel that this was not an alternative route to India. It would be much easier to send troops from London by the Cape. He observed that Mr. Wason suggested that the territory, instead of being called the East Africa Protectorate, certainly a cumbersome mouthful, should be changed to " Victoria Land." That did not appeal to him. When the Imperial British East Africa Company assumed the administration, the territory came to be termed " I.B.E.A.," the initial letters of the Company, and that name was adopted in several maps by the Royal Geographical Society. It was a pity the name " Ibea " was not retained, if but as a graceful compliment to the Company that acquired the territory for the nation at the sacrifice of £250,000 of its capital : it was not generous treatment by the Government, who acquired through the Company

themselves acknowledging that much of neighbouring country came through us.

Mr. F. H. DANGAR desired to thank Mr. Wason for his interesting Paper, but as he had never visited East Africa he could not attempt to discuss it. He wished, however, to say a few words in connection with Mr. Wason's statement as to the reasons which induced him to come to East Africa. He said that the only outlet for the surplus population of the United States was Canada, and that Canada no doubt offered great inducements to Americans of all points of view; but, as an Australian, he claimed that the best field was to be found for the production of all kinds of grain in Australia. The country, and although it was only just recovering from a severe drought, the pluck and energy of the people showed that for the season just closed the quantity of wheat produced in New South Wales alone for export was about 400,000 bushels, and from all the States it was computed to be about 1,000,000 bushels. The various Governments were, he understood, reserving areas of land under the Closer Settlement Act, so that station holders were selling portions of their estates in rich agricultural areas could now be reached by railway. He said that Australia presented as good a field for capital and labour as any other part of the Empire.

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the very valuable and extensive territory Mr. Wason described. He was unable to endorse what Mr. Wason had said regarding the Foreign Office treatment of the land question, and as to the free and easy way in which he alleged they granted concessions to speculators. His experience had been that the Government were by no means inclined to be too easy in such matters. They had framed a most elaborate Land Ordinance, which governed all land grants or leases. It would be found that the ordinance tied the concessionnaire up closely, and, very properly, lands for "native reserves" were well secured. Speaking from his own experience, he was not inclined to think this was a white man's country, and he was rather surprised to hear what had been said on that point. As in East India, there was great scope for European overseers in the raising of grain crops and the management of coffee, cotton, and other plantations, but the labour itself must be that of the black and not of the white man. For the white man to work side by side with the black was undesirable, and would lead to the loss of prestige, which might at this stage of development have far-reaching and disastrous results. The European must be the governing body. What the country needed was capital, and in his opinion the Foreign Office had hitherto acted wisely and prudently in the matter of land. Capital was the desideratum of the country. One could not help deplored, when we had such vast and rich territory in our Crown Colonies and tropical Protectorates lying idle and undeveloped, that some of the surplus British capital now invested in foreign countries and foreign stocks could not be diverted and utilised for the development of our African possessions. This, he feared, could only be effected by some form of Government guarantee on loans to be raised for approved public and reproductive works, somewhat on the lines adopted by the Indian Government for the construction of its railways. On the question of information concerning the Protectorate he referred inquirers to the Emigrants' Information Office and to an official handbook published at Mombasa.

Replying to the vote of thanks, Mr. WASON said he was glad his suggestion that the name of the East African Protectorate should be changed had been taken up. If the present inappropriate name was altered, he should not care very much what the name was. He had not in any way suggested the Uganda Railway as an alternative route for the conveyance of troops from England to India. He was afraid previous speakers were not fully informed as to the facts relating to land syndicates.

A cordial vote of thanks was given to the Chairman.

FIFTH ORDINARY GENERAL MEETING.

THE Fifth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, March 15, 1904, when a Paper on " Notes on Some Canadian Questions of the Day " was read by J. G. Colmer, Esq., C.M.G.

The Right Hon. Lord Strathcona, G.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 13 Fellows had been elected, viz., 5 Resident and 8 Non-Resident.

Resident Fellows :—

Samuel P. Braun, A. Forrest Harper, Walter A. Judd, William Forbes Laurie, Edwin A. Pratt.

Non-Resident Fellows :—

Charles H. Chomley (Victoria), William S. Harvey (Sierra Leone), David J. Kennelly, K.C. (Nova Scotia), Donald Obeyesekere, B.A. (Ceylon), A. St. Clair (Cape Colony), Charles P. Skerrett (New Zealand), Mark C. Steedman (Gold Coast Colony), Arthur H. Unwin (Southern Nigeria).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN : I know from experience that whatever my friend Mr. Colmer does he does well ; and there are very few indeed who have given such close attention to Canada, and to matters pertaining to Canada, as he has. For twenty-three years he was in the High Commissioner's office, and for a large portion of that time as Secretary. There are few, either here or in Canada, connected with the service of the Government who have done or can do better work.

Mr. J. G. COLMER then read his Paper on

NOTES ON SOME CANADIAN QUESTIONS OF THE DAY,

It was my privilege to read a Paper on Canada at a meeting of the Royal Colonial Institute some years ago,¹ and I deem it an honour to again have the opportunity of addressing you.

It is impossible to be associated with Canada and Canadians without being impressed with the resources and capabilities of the Dominion, and the future that is before it. To endeavour to make it better known, and to take even a small part in its progress and development, follow as a natural course. Although no longer connected with the Civil Service, I hope to be able to utilise much of any spare time I may have in that occupation, and to be still of some little use to the country, for which I have a sincere affection.

The interest taken by the Institute and its Fellows in everything pertaining to Canada and its well-being, in common with the other countries that make up our Empire, is recognised, and much appreciated in the Dominion. It has been consistent and persistent in its endeavours to give a proper appreciation and knowledge of the extent and importance of the Empire, of the inestimable value of the heritage which is being handed down, generation by generation, to British subjects, wherever they may live, and of the responsibilities which such enormous possessions carry with them. If we are beginning to "think Imperially," to use the expression of Mr. Chamberlain, the result is owing, to no small extent, to the efforts of the Royal Colonial Institute. Although the membership is large, it is nothing like so numerous as it should be, and I venture to suggest that our Canadian Fellows might do something more than they have done in the past, to bring about a considerable addition to the number of non-resident members, and also to induce more of the rapidly increasing Anglo-Canadian community to join its ranks. I understand that, out of 2,971 non-resident fellows, over 1,000 belong to South Africa, 800 to Australia and New Zealand, and only 115 to Canada.

So many Papers have been read on Canada at these gatherings, that when I accepted the invitation of the Council I hardly realised the difficulty in which I was placing myself, especially as

¹ January 12, 1886. "The Recent and Prospective Development of Canada," *Proceedings, Royal Colonial Institute*, vol. xxii. p. 106.

many of you know as much about the subject as those who have the temerity to contribute to your proceedings. But one feels, in speaking to the Fellows of the Institute, that one is also reaching a wider and not so well informed an audience, thanks to the publicity the proceedings receive; that seed is being sown more or less broadcast, which may give returns in quarters where it is least expected, and that, in any case, it serves to keep the objects of the Institute before the public. I have therefore been tempted to place before you some notes on a few of the questions that are attracting attention in the Dominion, and that are likely also to equally interest people at home. I say "at home," because Canadians regard the United Kingdom as their Motherland, and as their home; and I hope and believe that all our fellow-British subjects outside these Islands will continue to give expression to their loyalty and to their affection in that way. As long as they do so we may be assured that the Empire is progressing upon proper lines.

The matters to which I shall refer have more or less relation to the development of the Dominion, but at the same time they all have a bearing on broad Imperial questions. It is a source of regret that our newspapers are not able—I do not like to say are not willing—to devote more space to Colonial affairs. Such information would certainly be as interesting, to say the least, as a good deal of that which is placed before us at breakfast and after-dinner. We must be more closely associated with the Colonies in the future if the Empire is to be maintained and developed as we all desire; and the more we are able to realise and understand the aspirations of our fellow-subjects beyond the seas, the better prepared we shall be for that closer union which all of us believe to be inevitable, and so desirable. There has been considerable improvement in this respect in recent years; but it will certainly aid a better mutual understanding when the newspapers of the Colonies and those of the Mother Country can be more freely interchanged at lower postal rates than at present. This proposed reform seems a very simple thing to most of us; and when it is carried into effect, which will assuredly be done sooner or later, it will probably be arranged with so much ease and so little fuss that everybody will wonder why it was not adopted before.

It is not unnatural that the question of immigration should be considered of the first importance in Canada. The Canadians are a people limited in numbers at present, but with an unlimited belief in the future of their country. To justify their faith it is only necessary to state that while the population is not as large as

that of London, they have a territory nearly as extensive as that of the United States, and almost equal in area to that of Europe. They realise that their millions of acres of fertile land, if they are to represent their full value, must be occupied and cultivated—the homes of a teeming population of producers and consumers.

You all know that Canada has immense natural advantages. It has a splendid climate. Notwithstanding some recent vagaries, it is infinitely superior, Canadians say, to our own, of which, by the way, we are not always able to speak very respectfully. Everything that is grown here in the way of farm crops and fruit is produced there, and grapes, melons, peaches and tomatoes ripen in the open air. Canada has reason to be proud of her flocks and herds, which are numerous, vigorous, and healthy, and large numbers are exported annually to Great Britain. Although they were prohibited free entry into this country twelve years ago, on the suspicion that contagious disease existed among some of the arrivals, and the restriction has never been removed, time has proved beyond question that the suspicion was absolutely without foundation. Its dairy products have taken a prominent position in our markets. More cheese is imported from Canada than from all the rest of the world put together. The quantity of butter received is yearly advancing. Its bacon, egg and poultry exports have also been growing rapidly. The fisheries are abundant and profitable, and are only in the early stages of their development. The forests are among the largest in the world, and will be a source of wealth for a long time if they are properly conserved. There are few countries that can compare with Canada in its deposits of minerals, which have hardly yet been exploited. Considering the abundant supplies of timber, metals and minerals of all kinds, including coal and iron, its splendid water power, and railway and water communication, and its favourable geographical position, one does not require a vivid imagination to realise the position the manufacturing industry is bound to take in the future. The figures of the 1901 Census, published recently, demonstrate the progress in that direction in the previous ten years. The country has all the advantages that have contributed to build up the United Kingdom and the United States, and possibly possesses them to an even greater degree.

It is easy to prove that Canada has many attractions for the capitalist, and for the manufacturer and business man with some capital; and offers chances just as great to the agriculturist with some means, and to the working-man and working-woman. The farmer with a family, who may be disinclined to face life in the

newer communities in the West, can obtain an improved farm there or in any of the Provinces at a comparatively small cost. These holdings will compare not unfavourably in their surroundings with many in the United Kingdom. There are abundant railway facilities, the educational advantages are considerable, and from the social point of view the life is all that can be desired. It is to Manitoba and the North-West, however, that the great bulk of the immigration is making its way. Free grants of 160 acres of the most fertile land may be secured by those who are in a position to start farming. In that part of Canada in the last few years, although only a very small portion of the land is occupied, from 100 to 150 millions of bushels of cereals of various kinds are raised annually. In the ordinary course of events it cannot be long before a sufficient quantity of wheat is produced there to supply all the requirements of the United Kingdom. In addition, it is especially suited for cattle-raising, and the flocks and herds are growing in number every year. Many parts are also admirably adapted for dairy farming; and, altogether, the outlook for the agricultural industry in all its branches is exceedingly promising. In British Columbia land may also be obtained on reasonable terms, and, both for mixed farming and for fruit growing, it offers many advantages to the hard-working and enterprising farmer. For farm-hands there is a great demand in all the Provinces. There are not nearly enough men of this most important class for the requirements, and the farmers experience the greatest difficulty in getting sufficient numbers of labourers to work the increasing area of land that is put under cultivation each year. Every man may become the owner of a farm, and many of the most successful agriculturists in the Dominion commenced life in that manner. In addition, the man with a family is able to give his children the best of education, and when the young people are ready to commence work they have a future before them that is hardly possible elsewhere. The prospects open to women are also numerous and promising, and perhaps I might add that the bachelors, especially in the West, are much more numerous than they ought to be. Domestic servants are at a premium. This is rather a delicate matter to mention, for the reason that some of the ladies who are present may feel tempted to tell me that a similar state of things prevails nearer home. There are several situations available for every person of that class who arrives. This not only applies to the cities and towns, but to the rural districts. The great expansion which is being witnessed in the

manufacturing industries also requires an increasing supply of female workers. What I have stated is sufficient to show that Canadians are justified in inviting emigrants to go over and join them in their efforts to make the most of the benefits which Providence has bestowed upon the Dominion.

Up to the present time, it has had to contend with much misrepresentation and misapprehension in connection with emigration. Very little was known of the country at all for many years, and the knowledge, such as it might be, was often very inaccurate. It was overshadowed by the progress of the United States, and the industrial and general activity that prevailed there. Hundreds of thousands of settlers had gone to its great neighbour to the south before Canada was in a position to offer the lands of the prairies for occupation and settlement. They drew other people after them, for there is no colonisation agent as powerful as the successful settler. This was especially the case with emigrants from the Continent, and from Ireland ; and the flow of population was certainly not encouraged by the assiduity with which exaggerated reports were formerly circulated of a considerable exodus from Canada to the United States. Still Emigration of the best kind has been making its way from the British Isles, and from Europe, to the different provinces, for many years past. That movement, and the continuous efforts of the Government of the Dominion, of the Canadian Pacific Railway Company, of the Grand Trunk Railway Company, and of the Steamship Companies, to keep Canada to the front ; the immigration of the last few years from the United States, and the wonderful progress witnessed in recent times, are all now showing results, and it looks as though the stream of emigration had at last been turned in the direction of the Dominion. That it will continue is beyond question. It must be for the benefit of the whole Empire, and the day is rapidly coming nearer, I trust, when most of our emigrants will remain under the British flag.

It cannot be denied that until a few years ago comparatively little interest was shown in Canada and the Colonies, and their development, in the United Kingdom. As already stated, they received very little notice in the Press, although there has been recently a great change for the better in that respect. In the schools the textbooks on such subjects are often—there are some exceptions—unworthy of the name. They give a very erroneous picture of Canada at any rate—its products, its people, its resources, and trade. They are out of date, and unsympathetic. In some of the great public schools geography has no place in the curriculum. It is

not surprising in the circumstances that the rising generation should grow up knowing but little of the Colonies. If this is the case in these times, it is no wonder that in former days the people had still less knowledge of the kind. The High Commissioner for Canada, to whom I am grateful for presiding over this meeting to-night, has, with his usual energy and force, taken the matter in hand ; and as the result a Committee of officials of the Colonial and Education Offices is considering the question, in order to see whether a remedy cannot be applied. I am sure we all wish him success in his efforts. The Institute has also devoted considerable attention to the educational aspect of the case, and has exercised its powerful influence in promoting the teaching of Colonial subjects in the schools. On more than one occasion prizes have been offered for essays, with the best results, and the inadequate nature of the text-books that are generally in use has been brought to the notice of the Educational authorities in the United Kingdom, and of the Governments of the various Colonies. It has done much to bring about a better state of things, but a great deal has yet to be accomplished before we can rest satisfied.

It has been suggested that immigration from the United States and other foreign countries may be a source of danger in the future. There is little if any ground for such apprehensions. People who leave the lands of their birth, and go elsewhere, are actuated by self-interest, rather than by political motives. Foreigners must become British subjects before they can obtain titles to Government land, and before they are entitled to exercise political privileges. Experience in the Dominion shows that such people are most jealous of the privileges they acquire, and also that the second generation become as good subjects of His Majesty as if their ancestors had always lived under British institutions. There is no fear that the Empire will be imperilled by the foreign immigration that is taking place. At the same time Canadians would rather welcome their own kith and kin in larger numbers. But there is room for all.

It seems a pity that a question so important from an Imperial standpoint as emigration should have received so little attention in times gone by. Canada is doing excellent service in endeavouring to attract people to its fresh fields and pastures new. The Imperial Government has been engaged for some years past in giving information of the kind to those who desire it. Various philanthropic organisations are also devoting time and money to emigration. On the other hand, in the United Kingdom millions of money are spent every year for the support, one might almost say

for the encouragement, of pauperism. We have the spectacle of more labour being available than is required, of a movement of people from the country to the towns, of surplus labour in places where it is not needed. The condition of the agricultural industry is also well known. In Canada, there is a demand for willing hands and willing hearts that cannot be filled. But there is no co-operation, no systematic effort to make the surplus labour of one part of the Empire available for the deficiency of the others. What is wanted is some organisation which will furnish proper information, of the best and most disinterested character, to intending emigrants, give them direction as to the most suitable Colonies to which to proceed, arrange for the exercise of some supervision at their destinations for a time, and perhaps advance money, on a commercial basis and under proper restrictions, to enable them to make the most of the opportunities that are offered. Naturally there are difficulties in the way of such a proposal, but if arranged on proper lines, with the assistance and support of the different parts of the Empire, it could not fail to be attended with the best results and keep our people under our own flag. Emigration for the United Kingdom, and immigration for the Colonies, are questions that cannot be kept in the background. It is the leading topic of discussion in South Africa, the Australian Government is beginning to wake up to its necessity—so far as they are concerned, they have kept it in the background too long—and it is the problem of the day in Canada. The sooner the urgency of the matter is properly recognised, and it is brought within the region of practical politics, the better it will be for the Empire.

While population is necessary for the development of the country, capital is also required. There are many opportunities for the investment of money which only need to be properly known to receive the attention they merit. It is wanted for the exploitation of its mineral wealth, and for the hundred and one industries that are possible in Canada, having regard to the magnitude and extent of its resources. A good deal is being provided locally, and out of the profits of existing enterprises, more is forthcoming from American channels, and still more is needed. But what Canadians desire is that their individual kith and kin should take a greater interest in this question than they do at present. They would rather have English capital than American. They wish to see their fellow-subjects securing a larger stake in the Dominion than foreign countries. Some people may say that this industrial development

is not good for British trade. That is a narrow and selfish argument. The more prosperous Canada is, the better customer she will be to the United Kingdom, and the more the country expands and develops the stronger must the Empire become. There is no difficulty in getting information on the subject. The Offices of the High Commissioner are brimming over with it. But what is suggested is that Englishmen, Irishmen, Scotchmen and Welshmen with money should visit Canada oftener than they do. They would then get to know the country personally, they would get their knowledge of its resources at first hand, and would find opportunities for investing capital in a manner very much to their advantage.

Next to immigration, commercial development is the question of absorbing interest. The trade of the Dominion has been advancing by leaps and bounds. There are not many statistics available in connection with the trade between the different provinces, but an idea may be formed of its extent and growth by the 42,500,000 tons of freight which were carried over the railways in 1902 as compared with the 22,000,000 tons in 1892. And the tonnage of vessels in the coasting trade and on the Lakes increased from 25,000,000 tons in 1892 to 40,600,000 tons in 1902. The imports for 1903 were valued at £46,756,000, as compared with £14,700,000 in 1868, the year after confederation. The exports were £48,000,000 as against £13,500,000 in 1868. Great Britain and the United States divide the greater part of the trade. The imports from the former consist chiefly of manufactured products, while from the latter they are either raw materials, which Great Britain does not export, or manufactured articles in which from the force of circumstances she is not able to compete. Of the exports, by far the greater proportion of the food supplies goes to the United Kingdom, and the United States is a large customer. There is also an increasing trade with various countries in Europe, with South America, with South Africa, China, Japan, and Australasia.

As the consequence of the expansion that has been witnessed in every direction in recent years, additional outlets for the products of the industries connected with the mines, fisheries, agriculture, lumbering and manufactures are becoming increasingly important. Under the auspices of the Government every endeavour is being made to widen the commercial influence of the Dominion. Its agents, who are generally men of business training and experience, are to be found in the United Kingdom, on the Continent, as well as in the West Indies, in Australia, and South Africa. Lord Strathcona has

given much attention to stimulating the demand for Canadian products, and has had not a little to do with the great increase in the trade witnessed in the last few years. Canada and the Mother Country have been brought much closer together, commercially, within the last few years than ever before. This has been a source of much gratification to Canadians, who have naturally every desire for a continuance of such a satisfactory state of things. There is room for an indefinite expansion of trade between the two countries. Canadians would like to feel that their products, and those of the other Colonies, meet with more favour in the United Kingdom than those from foreign countries, because they are raised on British soil. All other things being equal, it is probable that this is already so to some extent; but, in any case, Colonial imports, and especially those from Canada, have largely increased in late years, whatever may be the causes which have led to so desirable a result.

Some scheme may possibly be devised, without doing violence to the feelings of the advocates of the various schools of economic thought, which will permit of the interchange of trade, on a more favourable basis than at present, between the various parts of the Empire. As an evidence of goodwill, and of a desire to encourage Imperial trade, Canada has given the United Kingdom the benefit of a preferential tariff. This represents a reduction in the duty of one-third, and under its provisions British exports to the Dominion have more than doubled in the last six years. New Zealand and South Africa have also extended tariff concessions to Great Britain, and Australia seems likely to follow their example. It would appear that there is a tendency in some quarters to minimise the importance of the many advances the Colonies have made in the last twenty years, in the direction of closer commercial relations. Whatever may be our views on free trade or protection, preferential trade or retaliation, most of us will, I think, agree that these overtures should be treated with sympathetic consideration. A conference to consider the commercial relations of the Empire, as between its component parts, and also with other nations, would be welcomed by British subjects everywhere, and its recommendations would probably form the basis of some arrangement which would mark a fresh step in the direction of closer union.

Canadians are giving much attention to the improvement of the means of communication both for the purpose of making the country more accessible for settlement and of providing for the quicker conveyance of produce to market. It has been an important question ever since the Dominion was established.

In the early days the Inter-Colonial Railway was constructed to connect the Maritime Provinces with Quebec and Ontario, and later on the Canadian Pacific Railway, which unites the Atlantic and Pacific Oceans, became an accomplished fact. It has joined together the different provinces of the Dominion, and completed the structure of Confederation, the foundations of which were laid by the British North America Act. Many other railways, in furtherance of this policy, have been constructed and aided by public money. There are now 20,000 miles of railway in operation in Canada.

But the feeling prevails that the existing railway and other transport facilities are not adequate to the requirements of the country either at present or in the immediate future—especially in view of the rapid development of the great West. A new line—that is, the Canadian Northern—is being built, and about 1,400 miles are in operation. It extends at present from Port Arthur, on Lake Superior, to Winnipeg, and across the prairies in the direction of Prince Albert and Edmonton, and has connections across the lakes and with the Atlantic seaboard. Last year the Dominion Parliament sanctioned a new through route from the Atlantic to the Pacific—the Grand Trunk Pacific Railway. This scheme originated with the Grand Trunk Railway Company, and is additional evidence of the wonderful progress made by that corporation in the last few years. The new company has undertaken to build the section from Winnipeg to the Pacific; and the eastern portion from Winnipeg to Quebec and Moncton is to be constructed by the Government and leased to the company. It will open up an immense territory to the north of the Canadian Pacific, and also the northern portions of the Provinces of Ontario and Quebec. These new railways are receiving very tangible assistance from the Government. All this indicates the rapidity with which Canada is developing, the satisfactory financial position of the country which enables such obligations to be undertaken, and, above all, the ~~faith~~ of the people in the Dominion, and the future that is before it.

What a contrast is the position to-day compared with that which existed in 1880! At that time the proposal for the Canadian-Pacific Railway was only carried after much discussion. ~~and many~~ of those who advocated it, and helped to carry it through ~~the~~ Parliament, were doubtful if the line would ever be ~~constructed within the~~ time specified, or whether, if built, it would ~~ever earn enough to~~ certain sections, at any rate, to pay the cost of ~~the construction~~ ~~it~~ would be necessary. Now we see it paying ~~all its expenses~~ ~~it~~ and, in addition, a dividend at the rate of ~~five per cent~~.

stock. These results have been achieved within less than nineteen years, from the time that the last spike was driven by our distinguished Chairman at Craigellachie in November, 1885. It reads like a fairy tale; and who can venture to state that a similar extent of success will not attend the new lines, the construction of which have been authorised?

What Canadians desire is, that Canadian trade should, as far as possible, pass by Canadian routes—that is, through British territory. They do not want to be dependent upon the railways of the United States for outlets for trade and commerce, although desiring to be on the best possible terms with that country consistent with Imperial relations. They also hope to divert some of the American traffic, which can, by the way of the Dominion, reach the Atlantic seaboard from the west quicker and cheaper than by the longer routes to the south. The Canadian water-ways cannot be overlooked in considering the transportation question, and they have been much improved in recent years. Vessels of 245 feet long and 14 feet draught can now pass through the Canals from Lake Superior to Montreal and Quebec, and indeed across the Atlantic to Great Britain without transhipment of cargo. Further developments are under consideration which will tend to attract to the route much of the immense grain traffic that passes across the great lakes. At present, a good deal of it is transhipped at Buffalo on Lake Erie, and is conveyed to United States ports for shipment. It is quite possible to so arrange that merchandise may be conveyed from Fort William to Canadian ports on the lakes, and carried thence to the St. Lawrence over a distance shorter than from Buffalo to American ports. A determined effort is being made to secure the control of this western traffic, and there is every reason to believe that Canada will obtain a fair share of it in the future, to say the least.

Sir Thomas Shaughnessy, the well-known President of the Canadian Pacific Railway, in the course of a recent address in Toronto on this matter, stated:—

But the Canadian Canal system should be utilised to a greater extent than it is at the present time. The distance from Fort William to Montreal is, in round figures, 1,000 miles. The distance from the east end of Lake Nipissing—that is, North Bay to Montreal—is 365 miles; the distance from Midland to Montreal can be made 360 miles. Wheat or flour, or anything else in the nature of coarse products, can be carried by water at one quarter the cost from Fort William to Midland or to North Bay that it will cost to carry the same traffic nearly 650 miles over

the railway. . . . If we are to get the best and most economical results in transportation, we must utilise these great stretches of water which Providence has provided. The advantage that would result from the utilisation of these waterways would be that we build up the Canadian fleet on the great lakes. One reason that the year before last 13,000,000 bushels of Canadian wheat went to Buffalo was that a great many United States vessels trading to Fort William with coal were able to take cargoes back to Buffalo on a very low basis of rates. The New York Central between Buffalo and New York, 440 miles, with its heavy local traffic, and with the possibility of taking from seventy to eighty cars in a train, can handle traffic cheaper than the G.T.R. or the C.P.R. through a less favourable country, where eighteen or twenty cars constitute a maximum train-load. We must improve that condition of things. We must get a line from the lakes to tide-water over which we can carry just as many car-loads of grain as the New York Central can; we can get that line eighty miles shorter than the New York Central to New York, we can save terminal charges, and it will be a route that will permit none of our grain that originates on, and is controlled by, Canadian railways to go out of Canadian channels.

There is also the question of external communication—that is, by sea. At present, lines of steamers are subsidised to Japan, China and Australia; also to the West Indies, and Great Britain; and in the near future it is expected that there will be a regular service to France, Holland, and Belgium. But what is wanted is fast communication with British ports by steamers equal to anything crossing the Atlantic. Such a proposal has been under consideration for the last twenty years. On one or two occasions contracts for such a service have been entered into; but circumstances, into which I need not enter, prevented their being carried out. Canada is still offering a subsidy up to £150,000 per annum for the purpose. The Imperial Government has also been willing in the past to render financial assistance; and it does seem wonderful in these times to find so much money going begging. Canada is nearer to England than any other part of the American continent, and affords the natural route between Europe and the central and western portions of the United States, as well as to all parts of the Dominion. The trade of the country is rapidly increasing; the emigration movement is expanding; and the number of passengers crossing the Atlantic is growing greater every year. All these things, in conjunction with the subsidy that may be obtained, appear to offer a chance to an enterprising steamship company; but the matter remains in abeyance. Canadians are still obliged to see their mail steamers taking two or three days longer to

make the voyage than rival lines. They receive and send most of their letters by other routes ; and much of the regular passenger traffic, and not a little of the express freight to and from Canada, passes by way of American ports. Successive Governments have no doubt done the best they could to bring a better service into existence, but events have so far conspired to defeat the scheme, to the success of which the greatest importance is attached. It is a link in Imperial communications that is badly needed. There is an excellent rail service across Canada ; the steamships on the Pacific, under the British flag, are very highly spoken of ; and to have a first-class line of vessels on the Atlantic would complete the chain and make our alternative route to the East thoroughly satisfactory and efficient.

We sometimes hear it said—by persons whose pessimism is stronger than their optimism—that the future of Canada is bound up with the United States. The wish is probably father to the thought, especially in the United States; but it can truly be said that there is no feeling in favour of anything of the kind in Canada, and that all attempts to arouse any interest in the question have proved failures. It is not very long since that a distinguished advocate, recently deceased, of commercial reciprocity or commercial union between the two countries, discontinued his efforts in despair, and stated his conviction that it would be impossible to secure the election of a village policeman, if he were known to favour, in any way, closer political connection with its great neighbour. And the same sentiment prevails in every part of the Dominion to-day. Canadians regard themselves as British, equally as if they lived in the United Kingdom. They look upon British history as their heritage, and British literature as their own ; and no one can question their loyalty to the Crown and Institutions. They would gain nothing by joining the United States. They would lose their individuality as Canadians, of which they are proud, and their birthright, which is dear to them. Granted that the United States is a powerful country; but so is the British Empire; and as forming one of the nations that go to make up that grand aggregation, the position of Canada is much better than it would ever be either as an independent nation or as part of any foreign country. Naturally there is a spirit of rivalry between the two peoples, but the North American Continent is large enough for both. Let us hope that they will each continue to work out their destinies peacefully and happily for the benefit of the Anglo-Saxon race, from which they are both largely sprung.

In referring to the United States, one is naturally reminded of the recent Tribunal, and its decision on the question of the Alaskan boundary. Although some of the contentions claimed on behalf of Canada were gained, others were lost, and the United States is in much the same position. There is a feeling that the result should have been different. Canadians consider the arguments were all on the British side, and perhaps they are right. But, having agreed to submit the dispute to the tribunal, its interpretation of the Treaty will be accepted, however unpalatable it may be. The feeling of soreness is already passing away, and the award will be loyally carried out. The decision has, however, raised an important question, which has been attracting much attention. It is claimed that in negotiations with foreign countries in which it is concerned, the Dominion should have the privilege of presenting its own cases. It is held, and with some truth, that such diplomatic discussions can be conducted more effectively by its own representatives. On the other side, it is maintained that such a course would be difficult under the present system, that it would be almost equivalent to making Canada an independent nation, that the Imperial Government would place itself in an invidious position, with all the responsibility, but little or no voice in the negotiations, and that it might lead to more friction than present methods. Canada has been directly represented on all the commissions and arbitrations between the United States and Great Britain that have dealt with the affairs of the Dominion in the last twenty years. Such, for instance, as the Fisheries Commission in 1887, the Behring Sea Arbitration in 1893, and the Joint High Commission in 1898. In the treaty with France, and the negotiations for a commercial treaty with Spain, the Canadian delegates were associated with Her Majesty's Ambassadors at Paris and Madrid, and practically had charge of the negotiations. In the Alaska Boundary Tribunal, the three British representatives included two Canadians. There does not seem much to complain of in principle in this mode of dealing with Colonial interests in international affairs; and difficulties may perhaps exist in the way of granting the more extended and independent powers that have been suggested. They will be removed to some extent, if success attends the efforts that are being made to bring the Colonies into closer union with the Mother Country in questions affecting the general community. In any case some means will be found of meeting their legitimate aspirations on the one side, and of guarding the interests of the Crown and the Imperial

authorities on the other. We may be quite sure that the suggestions from Canada have only been put forward with the best intentions, and with the view of safeguarding more effectually British interests and British rights ; and it is certain that they will receive the consideration their importance deserves.

In Canada, as elsewhere, the closer unity of the Empire, and the consequences it entails, are engaging the consideration of thinking people. It seems to be generally recognised as involving the acceptance of some responsibility in connection with the naval, military, and diplomatic services. There are those who maintain that a share of these expenses ought to be borne by the Dominion, and that some understanding upon the subject should be arrived at. On the other hand, it is claimed that Canada is already indirectly contributing to the burdens of Empire in its local military and marine expenditure, and in the money that is spent in opening up its enormous territories. The Canadian Pacific Railway alone entails a charge upon the country of about half a million sterling per annum. This represents interest on the contributions, in money and in works, handed over to the Company, under the contract for the construction of the line. It is exclusive of expenditure on the inter-Colonial and other railways, on canals, on cables, and on general works of more than a local nature. The preferential tariff also represents a reduction in duty to the United Kingdom equivalent to about half a million sterling per annum. Further, as already stated, the country has undertaken considerable financial obligations in connection with new trans-continental railways ; and it has been urged that those who are inclined to precipitate matters should give some consideration to these facts.

It is contended that what is now being done in the way of expenditure on developments of an Imperial character must be taken into account when definite proposals are put forward for discussion. Again, that any negotiations are premature at present, and must form part of a scheme for calling the Colonies to the Councils of the Empire, and for giving them a voice in its affairs which they do not possess at present. It is feared by some people that closer Imperial union, and the maintenance by the Colonies of their existing powers of self-government are not compatible. The opinion is expressed by others, in which I certainly share, that no curtailment of existing rights is necessary, and that the question need not be raised ; and that, if there is any change at all, it is much more likely to be in the direction of making the position of the Colonies more important than it is now. If

they are to share in the burdens and responsibilities of the inheritance which belongs to them in common with their fellow-subjects at home, it is doubtful if the present Parliamentary system of the United Kingdom can be continued. Everything points in that event to the establishment of a really Imperial Parliament or Council, on which they would be represented, to deal solely and entirely with Imperial interests. The feeling in Canada appears to be that the matter is not one to be pressed at the present time. Progress is being made along the path which leads to the goal, but the changes that are necessary before our dream of a United Empire can be reached are so vast that they must come about gradually. What has happened, however, in the past indicates that the Imperial sentiment is strong, and that when the proper time arrives Canada will be prepared to take its part in the discussion of the question, the issues of which must be so momentous and so important for the future of our race. Still, one likes to conjure up in one's imagination a picture of the Empire in the days to come, consisting of a galaxy of free nations united under one flag and one sovereign; each complete in itself, but all joined together in the closest possible way, for common interests, common defence, and commerce!

The position occupied by our French-Canadian fellow-subjects in the Empire is very interesting and instructive. In considering the matter we must not forget that they are as proud of their ancestry as the English are of theirs, that their mother tongue is French, and that they are naturally jealous of their rights and privileges. At the same time, we are acquainted with their history in the past, and remember that they stood steadfast on our side through the American Revolution. In other times of danger they remained staunch and loyal; and some of the most prominent names connected with the development of the Dominion have been those of their race. More recently we have seen them fighting in South Africa, in defence of British interests. At the present moment a French-Canadian is the Premier of Canada, and no one has shown more devotion to British interests and to true British ideals than Sir Wilfrid Laurier. While they are as loyal to Canada and to the Crown as any of the other subjects of His Majesty, they are sometimes regarded as being indifferent to the question of closer Imperial relations. There may perhaps be a suspicion in the minds of some French-Canadians, and it is by no means confined to them, as already mentioned, that any movement in that direction means the giving up of some of the powers of self-government that Canada now enjoys. But when the fallacy of that supposition is

demonstrated, there is no doubt that they will be found ready to join in the forward movement ; and that in the meantime they will continue to labour side by side with their fellow-subjects in working out the destiny of the Dominion and of the Empire.

I have referred to some of the questions that are connected with the expansion that is taking place in Canada at the present time, and have also an important bearing on its future. What its position is likely to be in the course of the next twenty or thirty years or so in regard to population, commerce and wealth we can only imagine, but everything indicates that great progress is certain to be made. Only the fringe of the territory that is available for settlement and development has so far been occupied, and its wonderful resources of all kinds are but now being realised ; indeed it is doubtful if we have yet any adequate idea of their extent and variety. There is no reason why the Dominion should not possess a population, in the times to come, as large as the United States, as it certainly has an area of land sufficiently extensive and suitable for occupation to warrant that conclusion. And, again, its natural advantages in the mines, fisheries, fertile soil and forests, the potentialities it offers as a manufacturing country, the rapid increase in its railways and the improvement in the waterways that is engaging attention, the geographical position it occupies, and the facilities it possesses for communication with the markets of the world all point to the industrial expansion that is to be its destiny. In these circumstances, the pride of Canadians in their country and their conviction that it is bound to occupy a prominent place in the Empire, and among the nations of the world, are easily understood, and we are enabled also to appreciate the energy and enterprise and enthusiasm which they show in everything that concerns the interests of the Dominion. It is in every way desirable, therefore, that prominence should be given to Canada, its resources, capabilities, needs and aspirations, and to the endeavours that are being made to maintain and strengthen British interests on the American continent. We can all do something to aid in this desirable and necessary work, and that is my excuse for being here to-night. There are many other interesting questions that are engaging attention, to which I should have been glad of the opportunity of referring this evening. But my time is limited, and the same remark may apply to your indulgence. Considerations of this nature have also prevented my enlarging to the extent I should have liked upon some of the subjects to which allusion has been made, each one of which

might easily be made the foundation of a separate Paper. In conclusion I have only to thank you for the patience with which you have listened to these somewhat disjointed notes, which I hope will appeal to those who are interested in the development of the Dominion, and in the closer union of the different parts of the Empire.

DISCUSSION.

The CHAIRMAN (The Right Hon. Lord Strathcona, G.C.M.G.) : It is, I am sure, the feeling of all of you that the address has been of the most interesting and instructive character, especially so to those who have not visited Canada. Last year we had with us in Canada a number of gentlemen connected with the Chambers of Commerce, representing what I may call the commercial parliament of the Empire. Many of them had not visited Canada before, and freely intimated that they were in a great measure unacquainted with the possibilities and potentialities of the Dominion, and they came back wiser men. With regard to the Preferential Tariff, which has been pooh-poohed by some, I heard an out-and-out Free Trader, one who does not believe in Preference, state a day or two since that Preference alone permitted of his trading with Canada. That the Preference has done good, I think there can be no question. Previously things were not going well with the trade with this country. Ever since trade has been increasing, even making every allowance for the great increase there has been in trade generally. Mr. Colmer has told you there has been a great increase of population within the last few years, a large portion of which has come from the United States. It speaks well for Canada that those who were prospering in the Western and Middle States should consider they would prosper still more in Canada, and that they should take part and lot with the subjects of our Sovereign. That they will be equally good British subjects with those we have now, we are well assured, from what we have seen of those who have come in the past. When we consider that Canada is quite equal in extent to the United States, which has now a population of some 70,000,000, whilst Canada with all the advantages of the United States has only 6,000,000, may we not look forward in a few years to Canada being even still more prosperous than she is now? I think we need not hesitate to say that in another fifteen or twenty years we shall have ten, twelve, or perhaps fifteen million people in Canada, and that the population will go on increasing. We may well be proud when we think of the future that is before our country.

Mr. J. M. COURTNEY, C.M.G., I.S.O. (Deputy Minister of Finance, Canada) : Some three weeks ago I left a land of blue skies ;

the temperature was below zero certainly, but the air was like champagne, and I crossed the Atlantic in the most beautiful weather, to find—well, how different a climate, with the result, as you see, that I have upon me a severe cold. For the last few days I have not been able even to smoke. I desire to pay a tribute to my old and valued colleague, Mr. Colmer, who has had as we know such a keen sense of the duties and responsibilities of his office. The only thing which pleases me in connection with his retirement is, that he has found a capable, worthy, and industrious successor. Mr. Colmer was for twenty years in the public service. I have served thirty-five. In 1869, Canada consisted of four disconnected provinces; our budget was about one-fifth of what it is now. We did not know what the future would be, but I am glad to say that the material progress of Canada has been such that the public accounts submitted last Thursday show that during the fiscal year there has been a reduction of the public debt of over two millions sterling, and although we have three months of the present fiscal year to run, and accidents may happen, yet I hope that we shall come out on the right side of the Budget. Being still in the public service I am to a certain extent muzzled, but there was one part of the lecture one might speak about, in which Mr. Colmer hinted that there were some people who thought that the future of Canada was bound up in the United States. If any of these people ever went over to Canada they would discover that there no one gives a serious thought to the subject, and the species, if it ever existed, is now as extinct as the buffalo. There was one thing that I wish Mr. Colmer had noticed, and that is the effect of race on the character of the people. He referred to the French-Canadians, but he has not dealt with the effect on the population of the emigration or trekking of the United Empire Men some 120 years ago. You, sir, with magnificent public spirit, gave us Strathcona's Horse, and looking over the list of officers and men who enlisted in that force, one is surprised to find how many are descended from the men of whom I speak—amongst others my son, who through your munificence was enabled to serve his country as an officer of that corps.

Major-General C. W. ROBINSON, C.B.: It gives me great satisfaction, as one of the earliest members of this Institute, and one who was born and brought up in Canada, to say with what interest I have listened to Mr. Colmer's lecture. Upon many of the subjects dealt with in it my views would be of no value, but there are one or two which I should like to touch upon. I think we cannot exaggerate the great importance of emigration, and I may perhaps be permitted to say a word upon this subject because my

father took much interest in it, and my uncle, Peter Robinson, brought out many years ago to Upper Canada a number of emigrants from Ireland, and settled them near Lake Simcoe, in consequence of which the town of "Peterborough" was called after him. Upon the question of loyalty to the Crown in Canada there is no need at all to enlarge. Loyalty there is a matter of course, but I may briefly explain some of the reasons for this fact. The French are monarchical in sentiment and tradition. They may be said to be the French of Old France, and while entertaining a just pride in its ancient history and its glories, they have no sympathy whatever with Republicanism, and are contented British subjects, valuing British Institutions. The United Empire Loyalists, to whom reference has been made by the lecturer, and who largely settled Upper Canada, left their homes in Virginia and elsewhere, when, after the close of the American Revolutionary War, the old British Colonies, now the United States, obtained their independence. There were Englishmen, Scotchmen, and Irishmen, or their descendants, of more than one shade of political opinion, but who were all determined to have a United Empire under the Crown. Loyalty had entailed upon them the sacrifice of home and property and relatives, which they willingly made for the Old Flag, and the influence these men have had upon Canada has been felt from that day to this, and will ever be so. We know how many Scotchmen have from the earliest days made Canada their home. Large bodies of settlers came out from Selkirk and Glengarry and elsewhere; and, as our Chairman to-night, Lord Strathcona, well knows, rendered invaluable service in the war of 1812-15. Many of them had emigrated to the American Colonies after the rising of 1745 in favour of Prince Charlie, and from thence after the Revolution, in which most had fought on the Royal side, had, as United Empire Loyalists, moved to Canada. Their descendants, and others from Scotland, are now to be found there in great numbers. I recollect Sir Alexander Campbell in Canada once telling me that when Lord Lorne went out as Governor-General they got up an address to him from "The Campbells," and that the signatures numbered some ten or thirty thousand—I will not say which—but I believe they made a small book! As to the Irish, there is no such thing as a Fenian living in Canada—that is, I do not suppose that there is one who has been for any time an actual resident there. If there is one he has only come in temporarily from across the border, and will soon change his opinions if he remains. It was said in some newspaper before the outbreak of the Canadian Rebellion of 1837, and in connection

with the Irish emigrants whom my uncle had introduced, that the Government under which he acted might spend its money to better purpose than by bringing in people who would afterwards from choice become citizens of the United States ; but when, subsequently, the rebellion did break out, what was the fact ? These men poured down from a considerable distance to Toronto, undergoing great inconvenience on the road, for it was winter, and many but poorly clothed and shod, to support the Government ; and when the Governor-General, Sir Francis Head, as he tells us in "The Emigrant," came out to address them in front of Government House they demanded nothing but " arms." " If your honour will give us arms," some witty one said among them, " the Rebels will find the legs"—which they soon afterwards did. As to the question of Canadian contribution to Imperial defence, I think this is one which must rather be left to adjust itself. It must be considered as a whole ; by which I mean that the Military defence, the Naval defence, and those communications by land and water which affect each of these, are all parts of one scheme, and not to be looked upon as each separate from the other. Canada has done a great deal in this direction, by its outlay on the construction of the Pacific Railway, which is a thoroughly strategic line, and is doing more in connection with other projected railway lines, and in improving the water communications along her extended frontier. We know also that the organisation and improvement of the local forces are being now taken in hand, and that their strength is to be increased. With respect to Naval defence, I am no authority upon that subject, as to which it is occasionally said that comparatively little has been done. I am no sailor, but as a soldier and a Canadian I desire to say distinctly that no individual in the Empire can hold a stronger opinion than I do as to the paramount importance and necessity for the security of Canada of the Imperial Navy in the case of war with any enemy she is ever likely to have to meet—and I believe that the time is not far distant when this importance will be more universally recognised throughout Canada, and with tangible results.

Mr. J. STEPHEN JEANS (Secretary to the British Iron Association) : Quite recently I had the opportunity of going through Canada from one end to the other as one of the delegates of the Chambers of Commerce. My object was mainly to learn as much as I could about the mineral resources of the country, and I am bound to say that nothing I saw struck me as more important for the present, or more promising for the future, than its resources in

this respect. The great thing that struck us, in fact, as we passed through the country, was its great wealth in practically everything in which capital can be invested with advantage. I do not speak only of its agricultural wealth. It may be news to some of our friends that the coal resources are more extensive than those of any country in the world, except China and the United States. There are no less than 100,000 square miles of coal area in the Dominion, while the coal area of the United States is computed at 180,000; but one special advantage which the Dominion enjoys in this respect is that the coal is spread over so wide an area, being, in fact, within a comparatively short distance of any spot in the Dominion between its extremes. I inquired rather specially into the iron ore resources of the country, and saw some of the principal works, including those of the Dominion Company, and the Nova Scotia Steel Company, and I am of opinion when the time comes (it is doubtful whether the time has come yet), when Canada can bring to bear upon the organisation and administration of its industries the same experience, the same "hustling" capacity, as is exhibited in the United States, there is no reason why they should not be equally successful, and in some respects even more so, because, having visited the iron fields of nearly every country, and knowing more or less as to their conditions, I am in a position to assure you that no country and no locality could, in my opinion, produce iron and steel more cheaply than they can be produced in the Island of Cape Breton, or than they could be produced to-day if they had the requisites I have spoken of. I might refer to the copper, gold, lead, and silver resources of the country, of all of which I took note, but I thought it would interest you more especially to hear from me something as to the two fundamental mineral industries of this and all other countries.

Mr. D. J. KENNELLY, K.C.: The few remarks I am about to offer shall be confined to the Island of Cape Breton, with which, residing in Sydney and Louisburg during broken periods, I have been acquainted for thirty years. When I landed in Sydney in 1874 it was a sleepy village with a population of about 2,000, and very much dependent upon what it derived from the coal miners of the adjacent collieries, themselves not always well off, and certainly being poorly off during the winter season, when coal could not be exported from its ice-closed harbour. In those days, and for several years after up to the year 1892, there were eight working collieries within a distance of twelve miles from Sydney, all competing and scratching for a profit within a limited market. But in that year a

great change took place, for by the aid of introduced capital all these collieries became one concern; more collieries were opened, and later, a railway having been built to the open winter port of Louisburg—famous in the early history of Canada—coal was mined and shipped all the year through. As if by magic Sydney emerged from its enforced condition of village drowsiness to become what it is to-day—a handsome city, with a population of about 15,000, and still growing. But this growth was not wholly due to the island's coal industry, for with the superior coke produced, together with the abundant iron ore here and in the adjacent colony of Newfoundland—added to this, the illimitable limestone and fluxing material found near by—it was demonstrated beyond peradventure that, with all these at tide-water, there could be produced economically at Sydney iron and steel not to be surpassed in Europe or America; and to-day a large plant is producing these materials in quantity, while in a short time the rolling mills, now being built, will turn out products suitable for finished manufactures, including eventually the building of ships great and small, for which I may say Sydney and Louisburg harbours are well suited. Then, as to Louisburg, with its peerless harbour—which in 1873 was pronounced by a Select Committee of the Dominion House of Commons to be the most suitable eastern terminal port for the Government (Inter-colonial) Railway—it still remains after a lapse of thirty-one years without that railway; for the Government road has its present terminal at Sydney, which harbour, as is known, freezes up for a few months each winter. Much has been written and said during the last few years on the subject of rapid transit across the Atlantic. Glance at the map of Canada, and you will see Cape Breton jutting out into that ocean like a long wharf, with Louisburg at its apex, the safest and nearest port to Europe. From this port, without doubt, and not far in the future, there will be swift steamships crossing to a near port in England—say, Milford Haven—with passengers, mails and express matter only; or if to Galway, on the west coast of Ireland, passengers entering the train would be conveyed direct to London without change, for the trains would be carried across the Irish Channel in vessels specially provided for that purpose. I conclude these remarks by stating that the journey from Louisburg across the Atlantic would be made in about four days; if to Galway, in less time. With the sea passage thus reduced, it is not too much to state that where one passenger crosses and returns from Europe to-day that one would become four, for the travel would be from the United States as well as from

Canada, and such an Atlantic ferry would, as stated some time ago by Sir William van Horne, form an advertisement to Canada worth one million of dollars, which I believe to be a fact.

Mr. W. L. GRIFFITH: I think we have seen to-night an illustration of what those familiar with the matter have often observed, namely, that every farmer in Canada thinks he has the best farm and every Canadian thinks he hails from perhaps the most favoured and important portion of the Dominion. That is a very healthy sign. I desire to say how very stimulating and interesting Mr. Colmer's address has been. For almost a generation he has presented the case of Canada in such a way as to command attention and respect, and all that he has put before the country has been characterised by a good taste and a literary flavour that have not failed to attract the favourable attention of what is perhaps the most critical constituency in the world. Those who have been closely associated with him will always feel a debt of gratitude for the way in which he has championed the cause. Canadians generally regret very much the fact that Mr. Colmer has severed his official connection with Canada, but they are gratified to know that he retains an undiminished interest in the great Dominion. He has dealt with several subjects of great interest. The subject to which he has given most prominence is that of emigration. In these days of abounding prosperity in Canada I may be pardoned if I refer to the days of 1884. In the West, where I had the joy of living for many years, many men then used to shake their fingers and say, "After all, this great Western country is only a great experiment;" and within the last few years I have heard the same persons, now prosperous business men, say they never doubted the country had the greatest possible future before it. We have, in fact, disposed in Canada of those who had any doubts of the great future of the country. But in this country and others which we desire to influence favourably to Canada, there does still exist a considerable number of people to whom a larger knowledge of the Dominion would be a great advantage. It is when we remember this that we appreciate the necessity of constant and judicious advertising, which is materially assisted by Papers such as we have listened to this evening with so much pleasure.

Mr. W. T. R. PRESTON: Since my residence in London, I have read nearly all the contributions that have been delivered or written in connection with gatherings of this character in regard to Canada, and I have not come across one which has appealed to me more forcibly on account of its exceptional worth and excellence

than the Paper you have heard to-day. As one who has had some experience of public life in Canada, and who is extremely jealous of Canadian interests, I wish to say that all Canadians are indebted to Mr. Colmer for his most admirable Paper. In the treatment of many subjects, he has touched even debatable topics with such rare care and ability, one might almost say "with the science of history," as to leave no occasion for criticism. Mr. Colmer referred to the subject of immigration, as having not a little to do with the prosperity which, during the last few years, has prevailed in Canada. This may justify the inquiry as to whether the people of this country fully realise the importance of securing a population of a suitable character within the Empire. Whatever objections may exist to official assistance being given to securing such population for the Colonies, there surely could not be any in respect to an endeavour to retain the emigrating population from the United Kingdom as British subjects somewhere within the British possessions. It has sometimes been said that England is the greatest colonising nation in the world. I doubt if a greater fallacy was ever uttered. This certainly applies at least to British Governments. But the British people, individually, are undoubtedly the great colonisers of the world, and they have carried the banner of civilisation to the uttermost part of the earth. In this connection it is an amazement to me that public opinion has not forced British statesmen to take some action in order to direct the movement among the emigrating population from Great Britain. People here apparently shut their eyes to the fact that a quarter of a million of their people leave every year, and that the great bulk of them go to a foreign nation. It is strange, but nevertheless true, that the strongest opponents to British interests in the United States are sometimes found among emigrants from this country, and the descendants of whom are exceedingly anti-British in their character. It does not seem to be generally known that Britain is the one great nation in the world which does not interest itself in its surplus population. I have visited almost every country in Europe in an official capacity, and almost everywhere I have found government restrictions, police regulations, and organisations of one kind and another under government supervision for the purpose of diverting the emigrating population into channels which statesmen of those countries believe will best suit their national purposes in the future. There is no country which has so much at stake in the future of the world's history as Great Britain, and yet, in the face of what other nations are doing on this question, this country

takes no action whatever with a view of directing the movement of its own population which is taking place every year. It seems to be little short of criminal carelessness on the part of public opinion in this country that something has not been done in this respect. If governments cannot move in this direction, and perhaps there are reasons why, in a democratic country like this, it might not be advisable, yet, even granting that this is so, it seems to make it all the more necessary that action should be taken which might not be official. Vast sums have been spent through the magnificent generosity of the people of this country in mitigating the "horrors of war," but little or nothing on the equally important purpose of mitigating the "horrors of peace," which must necessarily exist amongst such a congested population as that of this country. An object-lesson of what can be done by directing or assisting a movement of population is evident in the result of Louis XIV.'s foresight in regard to Canada. Thirty or forty thousand of the French population were assisted to Canada, partly with a view of establishing a French population in the Western Hemisphere, and partly with an idea of giving those selected a chance in life. The number was comparatively small, comparing it with their thousands to-day, and yet descendants of the thirty or forty thousand of the French population who emigrated under the authority of the great French king now number nearly two millions on the Western continent. These two millions are sometimes held up to public opinion in this country as a people respecting whose loyalty Great Britain has reason to be afraid. ("No, no!") I agree that, as Anglo-Saxons, we have no reason to be afraid of these people, and no one has a higher appreciation of their intense loyalty to the British Crown than I have. But the view that I have referred to has sometimes been put forward in the public press, and I have had occasion more than once to contradict it. If such a result, however, as represented by the French population in Canada, could be brought about in a century and a half, what could not be brought about if the surplus population of this country was in some way directed, not alone to Canada, but to others of the great Colonies of the Empire? The advantages which would accrue to the Empire if its vast population could remain within your own possessions and under your own flag are simply incalculable. I hope that the introduction of this subject by Mr. Colmer to the Royal Colonial Institute will be considered of sufficient importance to secure something being done with a view of directing this great stream of your surplus population to homes in the Empire which are ready for them, and where

success is sure to await them, so that services they require in the future may be secured.

Mr. GRANVILLE C. CUNNINGHAM: The charm of Canada, as it has appealed to me after having lived there over twenty years, lies perhaps in the variety of its climate. In the winter one enjoys the cold and the bracing air and the brilliant sunshine, and when summer comes the whole surface of the country is covered with rich foliage and luxuriant herbage and exquisite flowers, so that one imagines there can be no winter again. Mr. Colmer has spoken of emigration. My life over there was spent chiefly as a railway engineer and contractor, and in that capacity I know Canada from Prince Edward Island to the Rocky Mountains. I have employed men of all nations of Europe, but the British navvy was always conspicuous by his absence, and the great Pacific Railway was in fact constructed almost entirely by foreign labour. Such a condition of things does not speak well for the prescience or foresight of our Government, because we know there are large numbers of unemployed in this country. Why should they be unemployed when there are great districts simply starving for want of labour? Reference has been made to the French-Canadians. A good deal of my active life was spent amongst them, and I found them a most charming and delightful people. In *naïveté*, honesty and genuine hospitality, poor though they be, they are scarcely equalled by any people in the world. One speaker mentioned the settlement of the Scotch. A curious instance of that came before me. After the taking of Quebec a portion of Wolfe's Regiment was disbanded and a considerable number of the men, Scotchmen, settled at Murray Bay. When I was on the south shore of the St. Lawrence I sent across to get men to come to work. They came; and though they all spoke French, they had Scotch names, pronounced with a French accent; they sang beautiful old Scotch songs to French words, and they still wore the Scotch bonnet. I think that is a curious instance of how race characteristics survive; and one might even say—in respect of the bonnet—that it is a "survival of the fittest." They also retained the industrious habits of the Scotch nation; but in that respect they can hardly beat the French-Canadians.

Mr. F. W. THOMPSON: As a Canadian I have listened with great pleasure to the admirable address delivered by Mr. Colmer. Reference having been made to the absence of attention to Canadian matters in the English press, which is really lamentable, I think if we wish to excite an intelligent interest in the affairs of our Colonies among the people of Great Britain every prominence

should be accorded matters pertaining to Canada in the journals of this country. The benefit to be derived from such Papers as that read by Mr. Colmer will in my opinion be permanent, not only as regards the Dominion, but to the Empire as a whole.

Senator the Hon. G. T. FULFORD: A Canadian, an ardent Canadian, from my heel to the crown of my head, I believe I could talk one whole week about the advantages of Canada. I have been twice round the world and visited almost every country, civilised and semi-civilised. I have yet to find the perfect country, a country that does not lack something or other, but my travels have demonstrated to me that Canada requires less to make it perfect than any country I have visited. I have greatly appreciated Mr. Colmer's address. He has touched on the subject in the most instructive and able manner, and I think that not only all present, but all within the Empire, have to thank him for his address. I wish you could all visit Canada and see what we have to offer to emigrants, to the people who desire to better their condition. Mr. Preston has touched upon that question very much to the point. Canada possesses six millions of people. If the emigration from this country in the last forty or fifty years had been directed by your Government or in other ways to Canada, we should at the present moment have twenty-five millions of people instead of six.

Sir FREDERICK YOUNG, K.C.M.G.: There is one point in Mr. Colmer's address which, as an ardent advocate of emigration, I am anxious to emphasise. Many of us have been urging the Government to take up this question as a great Imperial one for many years past, but our efforts have been as the voices of those crying in the wilderness. There is no doubt that what Mr. Preston stated is correct. I do not like to mention what I have done myself, but I may state that in 1869 I published a pamphlet on the subject, called "Transplantation," the chief point of which was to urge the Government to take the question up and promote it on a national scale. At that time we had just spent nine millions of money to rescue half a dozen of our countrymen from the hands of King Theodore in Abyssinia; and I alluded to that incident because, I said, if we asked half of that sum for such an important matter as emigration the Government of the day would turn a deaf ear to our request. We have, I repeat, over and over again urged the authorities to take up this question in a really Imperial spirit. I think that we cannot too often give utterance to our views on the subject. Perhaps some day our efforts may not altogether be in vain.

The CHAIRMAN: It is now my duty to ask you to join with me

in thanking Mr. Colmer for his excellent and admirable address. He has told us much of the resources of Canada, and we who come from Canada know how true is everything he has said. He has told us also that we require still to do something more to bring Canada to the notice of those in other countries, especially in the Mother Country. It has been said that we have not that facility of communication that we ought to have as between the two countries, and that we ought to have a faster service across the Atlantic. I am entirely of that opinion, and I trust that within a comparatively short time we shall be able to go from the United Kingdom to Canada in five days. When we have such a service (only four days across the Atlantic) which, considering the speed to New York, is entirely possible—when that is the case, everybody here who wishes to take a holiday will be able to go over to Canada and see the country, and return convinced that there is really no other land in which one can enjoy life more than in Canada.

MR. COLMER : I wish to thank you very cordially, Lord Strathcona, for your kind references to the Paper and to myself. I am very glad the Paper has given rise to so interesting a discussion. It has brought out many points which for various reasons I was not able to deal with. My Paper was a series of notes on various Canadian questions of the day ; there were some I could not touch upon—such as the position of the United Empire Loyalists in Canada, which hardly arose out of any of the points I dealt with, except as one of the important influences connected with the progress of Canada. I should like to have said something about the development of the organisation for defence, to which General Robinson alluded. It is an exceedingly important matter. We know that the Militia is to be increased from 40,000 to 100,000 men, and I am quite sure this will be a great thing for the Dominion and the Empire. I wish to thank some of my friends for their kind personal remarks. I am particularly grateful to Mr. Courtney, and to my successor, Mr. Griffith, who I am sure is the right man in the right place, and certain to do great service for the Dominion. I desire also to thank Mr. Preston, also an old colleague, for the references he was good enough to make to my Paper. I will now ask you to join in offering a most cordial vote of thanks to Lord Strathcona. It is very kind of him to have come to preside here to-night, but we know that he is absolutely untiring in undertaking work of any kind that he believes is likely to be of benefit to the Colonies. I really do not know how he does carry out all the work he undertakes, but I have come to the conclusion that fatigue is an unknown word in his vocabulary.

AFTERNOON MEETING.

AN AFTERNOON MEETING was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, March 29, 1904, when Mr. E. Powys Cobb read a paper on "Federation and the Mercantile Marine."

The Right Hon. Lord Brassey, K.C.B., a Vice-President of the Institute, presided.

The CHAIRMAN, before calling upon Mr. Cobb, informed the meeting that the following resolution had been passed by the Council of the Institute :—

"The Council of the Royal Colonial Institute desire to record their deep sense of the loss the Institute has sustained through the lamented death of His Royal Highness the Duke of Cambridge, K.G., G.C.M.G., an Honorary Life Fellow of the Institute, who took part in its proceedings on several occasions, and, throughout a long, active, and patriotic career, earnestly advocated the unity and consolidation of the British Empire.

"The Council beg leave to offer to His Majesty the King the assurance of their most sincere and respectful sympathy."

Mr. Cobb then read his Paper on

FEDERATION AND THE MERCANTILE MARINE.

It is my privilege this afternoon to ask you to give your consideration to certain aspects of that all-engrossing problem, Imperial Federation. In this place of all places it is unnecessary to enlarge upon either the need for Imperial Unity, or the great and ever-growing importance of our dominions beyond the seas, so, without waste of the thirty minutes so kindly placed at my disposal, I shall proceed to the particular questions which I ask leave to lay before you.

I want, however, to say one word of explanation. It is my desire not only to state the present position and to indicate how it fails to fulfil Imperial requirements, but also to suggest methods whereby those requirements may be met, the method being in each case self-supporting. I shall find it necessary to weary you with

numerous figures, and I fear time will not allow me in every case to explain how all of them are arrived at, or my authority for them, but it will give me great pleasure to explain and substantiate any figure in the discussion which, I hope, will follow the reading of this Paper.

Broadly speaking the coming of Imperial Federation is hindered by two main obstacles :—1. Questions of finance, and 2. The inability of individual units to subordinate local to Imperial ambitions.

We are told that progress along the line of Political Union is prevented by these difficulties, and along the line of Commercial Union the advance does not seem free from similar troubles. It would therefore appear wise to look well if there are not other directions in which some advance may be made towards our goal.

Imperial defence is a question of the first importance and repays careful consideration. The main factor is Sea Power. In the Colonies the Royal Navy is probably the most generally appreciated bulwark of British Sovereignty. Its ubiquity appeals to our scattered peoples, and the truth is now widely accepted that a great fleet in, let us say, the English Channel, capable of winning a decisive victory is a more efficient defence for the Empire than small local squadrons. I think it is true to say that an Imperial Navy is the proposition which would be the most acceptable to the whole Empire.

But here we are at once face to face with the financial difficulty. If the Colonies are to have a voice in the ordering of the Navy, they must contribute largely to its maintenance. The Royal Navy will cost these islands over £40,000,000 in the current year. We are short of ships, and they are costly. The Colonial Treasuries are evidently not in a position to make adequate money grants. It would seem therefore that progress in this direction also is blocked. Not so. The Navy has at the present moment another need even more urgent than additional ships, a reserve of men. The hardy colonist was a valuable factor in the South African War. The Colonial Royal Naval Reservist would be of equal or greater value to the Navy. I believe that here lies the solution of the problem—a solution both patriotic and commercial. The exigencies of the service render necessary the long-service system at present in force, if the *personnel* of the Navy is to maintain its high standard of excellency but such a system does not allow of the accumulation of a large reserve.

The position of our naval personnel for the year 1903-4 is :—

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This meagre Reserve is made up as follows :—

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This Reserve is wholly inadequate. The Royal Commission of 1859 recommended a Reserve of 38,000 when the Active Ratings totalled only 73,104. Calculated on that basis, we now need a Reserve of 66,100, but the conditions of modern naval warfare are so much more arduous and exhausting that a far larger proportion of Reserves is now necessary. Some authorities, by comparing our position with that of our rivals, suggest 128,000 to 273,000 as our Reserve requirements. For our purpose this afternoon I would suggest a conservative estimate, say 100,000 men.

Where are these men to come from? Clearly the Active Ratings cannot be indefinitely increased, or the cost of maintaining them and the heavy pension list which would inevitably follow would become unbearable. Would it not be reasonable to seek these men where they were sought and found a hundred years ago, namely—in our Mercantile Marine?

Unfortunately our Mercantile Marine is not manned to-day as it was then. The position on March 31, 1901, was as follows :—

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If we subtract the 10,800 R.N. Reservists, who may for the moment be assumed to be efficient, we find a balance of 198,230 foreigners and indifferent British seamen. Surely it is here that the remedy lies. Replace these by trained British Reservists.

I regret to say the position is worse even than it appears at first sight, for the decrease of British seamen and the increase of foreigners are going on at an ever-increasing rate. Between the

years 1891 and 1901 the net increase in *personnel* was 15,593, but in spite of this British seamen decreased by 8,005, whereas non-British seamen increased by 23,538. These figures are bad enough, but the Registrar-General of Seamen and Shipping states that the decrease of British was nearly twice as rapid between 1896 and 1901 as between 1891 and 1896; he adds, there is "therefore no immediate prospect of any increase in the number of British sailors." I may add there is every chance of their becoming extinct. In order to outline a remedy, I must first indicate the causes which have led to this deplorable state of things.

The root of the evil is that the supply of recruits for the seaman ratings is cut off. The recruit, the boy of decent but poor parents, from whom the best class of able seaman was formerly derived, has no road open to him by which he may enter the Mercantile Marine. In support of these startling statements I will make two quotations. The Registrar-General of Seamen and Shipping says: "The decrease of 11,096 British sailors . . . was foreshadowed by the census of 1896, when attention was called to the reduction in the number of young British seamen, there being 2,274 fewer sailors and boys (excluding apprentices) under the age of 20 enumerated in 1896 than there had been in 1891." He goes on to show the decrease between 1896 and 1901, and concludes, "there is therefore no immediate prospect of any increase in the number of British sailors."

My second quotation is from a paper read before the Shipmasters' Society by one of the ablest officers in the Mercantile Marine. It runs thus: "It seems strange to put it on paper, but we know that it would be easier to-day in London to get a man the command of a ship than to get a well-grown boy of blameless antecedents away to sea in a ship's forecastle. This should not be, and the sooner these things are looked into the better." The reason for this is that a raw boy eats as much as a man, a man's food costs half his wage, three raw boys cannot do a man's work, therefore raw boys do not pay. There are certain duties which a boy can perform more economically than a man, but these are done by premium apprentices, who recruit the quarter-deck and not the forecastle. The result is that the forecastle is recruited from the ranks of the ready-made foreigner. It is not fair to blame the owners for this. They have to earn profits in the face of keen competition and under many disabilities as compared with their subsidised foreign rivals, so they cannot be expected to further handicap themselves. In passing I wish to correct the impression that foreigners aboard our

ships are paid lower wages than British sailors. Both alike are engaged at the current rate ruling on the day of engagement.

The next great cause is lack of discipline. We all know that discipline hits the bad and not the good man. Lack of discipline has the reverse effect. Imagine how miserable must be the lot of a few decent men, obliged to live in a forecastle, never of necessity a vast place, made foul by a gang of dirty ruffians, unrestrained by wholesome discipline. The reason of this state of things is not far to seek. The officers have never learnt to obey, and therefore cannot command. I make no imputation on the officers. They are a magnificent body of men of known zeal and capacity. I attack the system under which they have reached the quarter-deck. I ask you to consider this system that you may judge of it. They have travelled one of two roads. Either they have served four years on the half-deck as premium apprentices, doing the boys' work of the ship, under officers trained in a like manner, and who are far too busy to have sufficient, if any, time to spare for educating the youngsters; or they have passed through H.M.S. *Conway* or *Worcester*, institutions which cannot be too highly praised, which give a sound education and lay the foundation of the knowledge of discipline; but after the stationary training ship come three years of premium apprenticeship under the conditions I have already tried to describe, during which their early training is knocked out of them.

Another contributory cause is unsuitable food and bad cooking. It is unfair to say that owners supply bad food. There are "hungry ships," but they are the exception. It is true, however, to say that an unvarying dietary cannot suit all climates and conditions. It will be readily understood that beef and pork may be desirable in the North Atlantic or off the Horn, but greasy pork with four inches of slushy fat to a quarter-inch of lean must be nauseating when the thermometer is at 90° Fahr. Owners might provide a dietary which would cost them less and give more satisfaction to their crews. No doubt prejudice would here step in; many an old sea dog would profess to think himself cheated if fruit, vegetables, and farinaceous foods were substituted for Board of Trade beef and pork. However, prejudice may be overcome. Bad cooking is responsible for many a hungry man and much grumbling and much waste of owners' money. The sea cook is proverbial. However, this cause of complaint is being tackled; schools of sea cooking are being started, and a better state of things may be expected.

Now I turn to the remedy, and that a self-supporting one. Build ocean-going training ships, place in command first-class officers attracted by liberal pay and assisted by a staff of efficient seaman instructors, and man them with boys of good character and physique, and of poor but respectable British and Colonial parentage, who shall become the Mercantile Marine and R.N.R. seamen of the future. These boys would be drawn from the rural districts and country towns of these islands and from the Colonies, and from those stationary training ships which carry boys of the required stamp. That a sufficient supply is forthcoming has been proved by the Shipping Federation, the Navy League, and other smaller experiments.

These boys should be engaged at 16 to 16½ years of age. They should sign indentures for three years; no premium would be charged and they would be entered as R.N.R. Probationers. For the *first year* they would be fed, clothed, and trained in seamanship, gunnery, musketry, and signalling aboard the ocean-going training ships free of charge. During the last two years of their indentureship they would serve, under the supervision of the Training Ship Authorities, aboard the ships of carefully selected commercial lines, receiving pay equal to that earned by apprentices. The Training Ship Authorities would reimburse themselves for the outlay of the first year and the pay granted during the last two years by payments made to them by the companies which these young sailors serve during the last two years. I have ascertained that there would be no difficulty in finding berths for these boys, because a young sailor of 17½ years who had done a year's training at sea would be a better article than the usual run of Ordinary Seaman, and a young sailor of 18½ years who had been two years at sea would compare favourably with the average Able Seaman. In other words, they will supply a want.

The actual figures would work out thus:—

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available to defray the cost of the first year's training, £48. This is sufficient.

This system differs from the ordinary system of indentureship common to all trades in this one particular. The ordinary system allows the master to repay himself for his outlay upon his apprentice at the commencement of his indentureship by services rendered to him by the apprentice during the latter part of his term, *i.e.* he repays himself in kind. (There may or may not have been a premium in addition.) In this case the repayment in kind would be services rendered to the selected commercial lines. But the Training Ship Authorities are entitled to the value of these services by reason of their having borne the cost of the boy's early training. They would therefore receive the value of these services rendered to the commercial lines from those lines in cash. During the last year of his indentureship the young sailor will have qualified for and joined the R.N.R. Seaman Class. On the completion of his term, say 19 $\frac{3}{4}$ years of age, he would undergo three months' training aboard a warship to qualify as a full-blown R.N.R. Qualified Seaman.

We have now traced the progress of our recruit to the point where, at twenty years of age, he finds himself an A.B. and a R.N.R. Qualified Seaman, and equipped to make his way in his profession. I feel I shall be asked, How can it be insured that the young sailor shall remain at sea in British ships? Why should he not leave the sea or enter the service of a foreign country? In either of which cases the money and trouble spent on his training will have been thrown away. I think the obvious reply is, Adopt the main features of the system which has enabled the Royal Navy, formerly unpopular enough, to obtain all the recruits it wants and to keep them.

These main features are :—1. Continuous Employment and Pay. 2. Discipline. 3. Pensions, and I would add a system of barracks or clubs in every shipping centre throughout the Empire, where the men may live decently and cheaply between voyages.

I will take first Continuous Employment, Pay, and Pensions. Their merits from the seaman's point of view are plain enough. The question is, How are they to be realised? The Registrar-General of Seamen and Shipping tells us that on an average a Mercantile Marine seaman is out of employment for six or seven weeks per annum. We have to bridge this interval. R.N.R. Annual Drill will absorb twenty-eight days, which reduces the gap to two or three weeks. Now, the suggestion is that the men trained on the train-

numerous figures, and I fear time will not allow me in every case to explain how all of them are arrived at, or my authority for them, but it will give me great pleasure to explain and substantiate any figure in the discussion which, I hope, will follow the reading of this Paper.

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If we subtract the 10,800 R.N. Reservists, who may for the moment be assumed to be efficient, we find a balance of 198,230 foreigners and indifferent British seamen. Surely it is here that the remedy lies. Replace these by trained British Reservists.

I regret to say the position is worse even than it appears at first sight, for the decrease of British seamen and the increase of foreigners are going on at an ever-increasing rate. Between the

years 1891 and 1901 the net increase in *personnel* was 15,538, but in spite of this British seamen decreased by 8,005, whereas non-British seamen increased by 23,538. These figures are bad enough, but the Registrar-General of Seamen and Shipping states that the decrease of British was nearly twice as rapid between 1896 and 1901 as between 1891 and 1896; he adds, there is "therefore no immediate prospect of any increase in the number of British sailors." I may add there is every chance of their becoming extinct. In order to outline a remedy, I must first indicate the causes which have led to this deplorable state of things.

The root of the evil is that the supply of recruits for the seaman ratings is cut off. The recruit, the boy of decent but poor parents, from whom the best class of able seaman was formerly derived, has no road open to him by which he may enter the Mercantile Marine. In support of these startling statements I will make two quotations. The Registrar-General of Seamen and Shipping says: "The decrease of 11,096 British sailors . . . was foreshadowed by the census of 1896, when attention was called to the reduction in the number of young British seamen, there being 2,274 fewer sailors and boys (excluding apprentices) under the age of 20 enumerated in 1896 than there had been in 1891." He goes on to show the decrease between 1896 and 1901, and concludes, "there is therefore no immediate prospect of any increase in the number of British sailors."

My second quotation is from a paper read before the Shipmasters' Society by one of the ablest officers in the Mercantile Marine. It runs thus: "It seems strange to put it on paper, but we know that it would be easier to-day in London to get a man the command of a ship than to get a well-grown boy of blameless antecedents away to sea in a ship's forecastle. This should not be, and the sooner these things are looked into the better." The reason for this is that a raw boy eats as much as a man, a man's food costs half his wage, three raw boys cannot do a man's work, therefore raw boys do not pay. There are certain duties which a boy can perform more economically than a man, but these are done by premium apprentices, who recruit the quarter-deck and not the forecastle. The result is that the forecastle is recruited from the ranks of the ready-made foreigner. It is not fair to blame the owners for this. They have to earn profits in the face of keen competition and under many disabilities as compared with their subsidised foreign rivals, so they cannot be expected to further handicap themselves. In passing I wish to correct the impression that foreigners aboard our

ships are paid lower wages than British sailors. Both alike are engaged at the current rate ruling on the day of engagement.

The next great cause is lack of discipline. We all know that discipline hits the bad and not the good man. Lack of discipline has the reverse effect. Imagine how miserable must be the lot of a few decent men, obliged to live in a forecastle, never of necessity a vast place, made foul by a gang of dirty ruffians, unrestrained by wholesome discipline. The reason of this state of things is not far to seek. The officers have never learnt to obey, and therefore cannot command. I make no imputation on the officers. They are a magnificent body of men of known zeal and capacity. I attack the system under which they have reached the quarter-deck. I ask you to consider this system that you may judge of it. They have travelled one of two roads. Either they have served four years on the half-deck as premium apprentices, doing the boys' work of the ship, under officers trained in a like manner, and who are far too busy to have sufficient, if any, time to spare for educating the youngsters; or they have passed through H.M.S. *Conway* or *Worcester*, institutions which cannot be too highly praised, which give a sound education and lay the foundation of the knowledge of discipline; but after the stationary training ship come three years of premium apprenticeship under the conditions I have already tried to describe, during which their early training is knocked out of them.

Another contributory cause is unsuitable food and bad cooking. It is unfair to say that owners supply bad food. There are "hungry ships," but they are the exception. It is true, however, to say that an unvarying dietary cannot suit all climates and conditions. It will be readily understood that beef and pork may be desirable in the North Atlantic or off the Horn, but greasy pork with four inches of slushy fat to a quarter-inch of lean must be nauseating when the thermometer is at 90° Fahr. Owners might provide a dietary which would cost them less and give more satisfaction to their crews. No doubt prejudice would here step in; many an old sea dog would profess to think himself cheated if fruit, vegetables, and farinaceous foods were substituted for Board of Trade beef and pork. However, prejudice may be overcome. Bad cooking is responsible for many a hungry man and much grumbling and much waste of owners' money. The sea cook is proverbial. However, this cause of complaint is being tackled; schools of sea cooking are being started, and a better state of things may be expected.

Now I turn to the remedy, and that a self-supporting one. Build ocean-going training ships, place in command first-class officers attracted by liberal pay and assisted by a staff of efficient seaman instructors, and man them with boys of good character and physique, and of poor but respectable British and Colonial parentage, who shall become the Mercantile Marine and R.N.R. seamen of the future. These boys would be drawn from the rural districts and country towns of these islands and from the Colonies, and from those stationary training ships which carry boys of the required stamp. That a sufficient supply is forthcoming has been proved by the Shipping Federation, the Navy League, and other smaller experiments.

These boys should be engaged at 16 to 16½ years of age. They should sign indentures for three years; no premium would be charged and they would be entered as R.N.R. Probationers. For the *first year* they would be fed, clothed, and trained in seamanship, gunnery, musketry, and signalling aboard the ocean-going training ships free of charge. During the last two years of their indentureship they would serve, under the supervision of the Training Ship Authorities, aboard the ships of carefully selected commercial lines, receiving pay equal to that earned by apprentices. The Training Ship Authorities would reimburse themselves for the outlay of the first year and the pay granted during the last two years by payments made to them by the companies which these young sailors serve during the last two years. I have ascertained that there would be no difficulty in finding berths for these boys, because a young sailor of 17½ years who had done a year's training at sea would be a better article than the usual run of Ordinary Seaman, and a young sailor of 18½ years who had been two years at sea would compare favourably with the average Able Seaman. In other words, they will supply a want.

The actual figures would work out thus:—

2nd Year. The Training Ship Authorities outfit the young sailor and grant him £10 as pay. They receive from the company who engages the young sailor the pay of an O.S., £2 10s. per month, which totals £30 for the year. Balance in favour of the authorities £20.

3rd Year. The Training Ship Authorities grant the young sailor £20 as pay. They receive from the company who engages him the pay of an A.B., £4 per month, which totals £48 for the year. Balance in favour of the authorities £28. Total balance

available to defray the cost of the first year's training, £48. This is sufficient.

This system differs from the ordinary system of indentureship common to all trades in this one particular. The ordinary system allows the master to repay himself for his outlay upon his apprentice at the commencement of his indentureship by services rendered to him by the apprentice during the latter part of his term, *i.e.* he repays himself in kind. (There may or may not have been a premium in addition.) In this case the repayment in kind would be services rendered to the selected commercial lines. But the Training Ship Authorities are entitled to the value of these services by reason of their having borne the cost of the boy's early training. They would therefore receive the value of these services rendered to the commercial lines from those lines in cash. During the last year of his indentureship the young sailor will have qualified for and joined the R.N.R. Seaman Class. On the completion of his term, say 19½ years of age, he would undergo three months' training aboard a warship to qualify as a full-blown R.N.R. Qualified Seaman.

We have now traced the progress of our recruit to the point where, at twenty years of age, he finds himself an A.B. and a R.N.R. Qualified Seaman, and equipped to make his way in his profession. I feel I shall be asked, How can it be insured that the young sailor shall remain at sea in British ships? Why should he not leave the sea or enter the service of a foreign country? In either of which cases the money and trouble spent on his training will have been thrown away. I think the obvious reply is, Adopt the main features of the system which has enabled the Royal Navy, formerly unpopular enough, to obtain all the recruits it wants and to keep them.

These main features are:—1. Continuous Employment and Pay. 2. Discipline. 3. Pensions, and I would add a system of barracks or clubs in every shipping centre throughout the Empire, where the men may live decently and cheaply between voyages.

I will take first Continuous Employment, Pay, and Pensions. Their merits from the seaman's point of view are plain enough. The question is, How are they to be realised? The Registrar-General of Seamen and Shipping tells us that on an average a Mercantile Marine seaman is out of employment for six or seven weeks per annum. We have to bridge this interval. R.N.R. Annual Drill will absorb twenty-eight days, which reduces the gap to two or three weeks. Now, the suggestion is that the men trained on the train-

ing ships shall remain in the service of the Training Ship Authorities, who shall receive their pay from the shipping companies in which they serve and from the R.N.R., paying them in return a fixed continuous rate. The pay current in the Mercantile Marine is good—namely, £3 10s. to £4 10s. per month aboard steamers, and £3 to £3 15s. aboard sailing ships, with free rations in each case. This, with the R.N.R. pay and retainer, is sufficient to enable the Training Ship Authorities to grant a fixed continuous rate of pay, which will place an annual sum in the pocket of the seaman somewhat larger than the net sum he can earn unassisted under present conditions, allowance being made for the excessive cost of the unemployed six or seven weeks spent in boarding-houses or Sailors' Homes, and, in addition, leaves a balance sufficient to pay the premiums on an insurance policy which will give the seaman an old-age pension of 10s. a week from age fifty, and, further, to pay an annual sum to the barracks or club, which will provide him with free lodging during his annual unemployed and leave interval and his twenty-eight days R.N.R. drill, and free board during the drill. I have here the detailed calculation, showing the working of this system, which has been examined and checked by many technical men, but time will not allow of a detailed description. I need hardly say that it will give me the greatest pleasure to explain it to anyone who cares to question me.

With regard to pensions. I find that it is difficult to over-estimate the importance which the respectable working classes attach to them. The great objection which they raise to many systems now in force is that the pension is granted by the employer, and he is liable to hold out the threat of its loss should the employee endeavour to obtain a rise of pay. Under the system I am advocating this objection is obviated. The Training Ship Authorities are somewhat in the position of employment agents. All they require is that the men shall work; they make no stipulation as to the rate of pay agreed between owner and crew. I must here explain that the Training Ship Authorities' lien is only upon the first £3 per month earned by the seaman and on his R.N.R. pay and retainer. All wages in excess of £3 per month go direct into the seaman's pocket. Thus the Training Ship Authorities would leave the fluctuations of the Labour Market to take their natural course.

Turning to the subject of barracks or clubs. One of the chief drawbacks to the seafaring life is that between voyages the seaman is homeless. He has to choose between a boarding-house and a

Sailors' Home. The former is too notorious to need description. The latter, though excellently intentioned, has drawbacks and is expensive. A respectable, comfortable and economical home available between voyages would remove one of the chief objections of steady men to the sea as a profession. The barracks would receive annual contributions from the men, as already mentioned, and would be self-supporting. They should be situated in every shipping centre of the Empire, and should be extended to the chief ports of the Continent and America. They would act as depôts for assembling recruits, and for dispersing apprentices and seamen to their ships, and to them masters requiring crews would apply. They would have the further effect of keeping reservists in touch with the Admiralty and readily available in case of a national emergency in any part of the world. The importance of our distant squadrons having upon their stations a reserve of men is not easy to overrate and might save a critical situation.

In this connection I should like to make some quotations from the Report of the Naval Reserves Committee of 1902 :—

Paragraph 206.—Experience in South Africa has shown how strong is the desire of the Colonies to assist in defeating an enemy in any part of the world, and how valuable may be their contribution in *personnel* to Imperial forces; but at present the employment of Colonials at sea in a naval war would be impossible, owing to lack of naval training. The Committee desire to see the Colonies in a position to give to the navy in time of war assistance similar to that which they have already given to the army. Paragraph 208.—The Committee think it unnecessary to suggest any limit to the force. It is presumed, however, that the whole number must depend on the Colonial resources available, and upon the maximum facilities which can be provided for sea training. Paragraph 214.—In conclusion the Committee wish to emphasise the facts— . . . (2.) That there will be a great need of reserves at the disposal of the admirals of our squadrons operating in the waters of the Pacific, and that Colonies easily accessible to ships in those waters should be especially encouraged to establish naval reserves.

There is one other point to deal with—namely, discipline. A great advance will be made in this direction by recruiting boys of respectable parentage and by training them thoroughly aboard ocean-going training ships; but, to render the advance lasting, officers who know how to maintain discipline are needed. My suggestion is that the ocean training ships should carry cadets drawn from H.M.S. *Conway* and *Worcester* and from the Colonies. In the case of the former they would serve three years, and in the case of the latter four

years, before being eligible for a second mate's certificate. During this period they would receive such a grounding in their duties as Mercantile Marine and R.N.R. officers that they would carry the tradition of discipline through their whole lives.

Unquestionably it is the knowledge of the years to be spent on the half-deck which prevents parents from sending their sons into the Mercantile Marine. It is not right that this should be so. In these days of keen competition it is difficult to find openings for boys. The Mercantile Marine offers an attractive and honourable career, and it is a national loss that the unnecessary roughness of the earlier phases should deter men of the class who would do it the most credit from entering it. I believe such a system as I suggest would commend itself to parents, both in England and in the Colonies, to owners who have a growing need of highly trained officers, and to the authorities of H.M.S. *Conway* and *Worcester* who have long wished to bridge the gap between the stationary ship and the quarter-deck. And by providing trained R.N.R. officers the Imperial gain would be great. The fees charged for the cadets would correspond with those of the stationary ships and the premiums of the best companies.

I cannot leave this part of my subject without referring to the efforts which have been made in this direction by others, notably by our Chairman aboard the *Hesperus* and *Harbinger*, and by Mr. Walter Runciman, M.P., aboard the ships of his line. The fact that these far-sighted and patriotic gentlemen should have turned their attention to this matter is sufficient proof that reform is necessary.

If further evidence is needed, the leading foreign nations supply it. The United States have ocean training ships for the Mercantile Marine supported by public funds. Germany has ocean training ships for officers and men supported by owners and Government grants. Belgium is copying the German system. France has a huge scheme of subsidies which converts her sailing ships into a fleet of sea-going training ships. Our Allies, the Japanese, have fifteen nautical training colleges, the largest supported by the Government, with two sailing training ships attached and another of 2,000 tons building. The Mistress of the Sea alone lags behind.

I would now ask you to turn your attention to that other hindrance to Federation—the inability of units to subordinate local to Imperial ambitions. I venture to think that this inability arises, generally speaking, from lack of knowledge of the Empire as

a whole and the needs and circumstances of its distant portions. It is true that in these days of telegraphs, newspapers, and endless books, a large amount of information may be acquired from an armchair, but I am not afraid to assert that no armchair critic will ever truly gauge the sentiments of a distant colony. Our Empire includes so great a diversity of races and geographical conditions that the legislator who would govern wisely, and the trader who would trade successfully, must be men of large sympathies and wide experience. That this is not always so at present is but too plainly shown by some of the debates in Parliament and by the failure of our trade to develop in some directions.

The surest means of counteracting this ignorance and of gaining wide knowledge is to study local conditions and requirements on the spot. This entails travelling. Happily, to-day travelling is easy, but it has two serious disadvantages—it is expensive, and unless the observation of the traveller is intelligently guided, he may return as ignorant as he started. The suggestion I have to offer guards against both these evils. It is this. Let the ocean training ships carry as student passengers the sons of the well-to-do business and leisured classes both of England and the Colonies for a nine months' voyage round the world. The students would be under the care of masters drawn from the universities, whose duty it would be to instruct them in the trade, history, and distinctive features of the country they were about to visit, and, while ashore, to direct their powers of observation to the conditions surrounding them.

The voyage, commencing about the middle of August in each year, would end about the middle of the following April. The course taken would include every place of principal interest in the Empire and some in the United States, with sufficient time allowed for extensive journeys inland. There is little doubt the Colonial authorities would cordially welcome the students and make every effort to render their stay thoroughly instructive, both by giving special facilities for travel and by lending the services of local lecturers. The cost of such a voyage, owing to the vessel being a training ship, would be considerably less than that of a year at Eton or Harrow. Here again I have the detailed itinerary and estimate before me, but time does not allow of my enlarging upon it. The presence of the masters would prevent the students from wasting their opportunities, which would be so likely to happen if a young man were sent round the world by himself aboard the ordinary mail steamer.

I cannot imagine a more profitable method by which a young

man could spend nine months, whether he be intended for business, for politics, for some of the Government Services, notably the Diplomatic or Civil Services, or for many another walk of life, among which may be included that of "an ornament of society." And should the boy be delicate the sea air would probably be the making of him. Such a voyage would give an insight into the trade of the world; would afford opportunities of studying character; and would enlarge the mind and deepen patriotism. And, since the students would be drawn from all parts of the Empire, it would assist the growth of friendships among the fellow-passengers, which should be even more valuable than those formed at school. Probably the best age at which to send a boy on the voyage would be when he leaves the public school. He then would not be too old to resent a certain amount of discipline, and yet old enough to understand all he would see. Should he be intended for the university, he should matriculate before sailing. It would probably be an advantage to him to enter into residence nine months later, because, as a general rule, boys go to the university too young, and travelling would have knocked a great deal of nonsense and conceit out of him. This idea has already been put into practice by the alert Americans. The authorities of a Rhode Island school have built an exceedingly costly ship, called the *Young America*, as a "floating school." Her "main purpose is to prepare students for college and for business, and, by seeing the world, at the same time widen the education by actual contact with other peoples and other climes." Her complement is to be 200 student-passengers. The course is to cover 100,000 miles and to last four years. The fee charged is "about £250 a year."

In conclusion, I would ask you to look at the idea, which I have endeavoured to outline to you, as a whole. A service of Imperial training ships, each bearing around the Empire a complement which is the Empire in miniature—the sons of the masses who, as Mercantile Marine and R.N.R. seamen, shall in peace promote her trade and in war defend her shores; the sons of the middle classes who, as Mercantile Marine and R.N.R. officers, shall command her ships; and the sons of the business and leisured classes, who shall be her merchant princes and her legislators. Every class learning to know each other and their Empire, and all striving for one end—the glory of their beloved country. Should this idea appeal to you, and I trust it may, I would earnestly beg of you that you will allow your approval to develop into action.

DISCUSSION.

The CHAIRMAN (the Right Hon. Lord Brassey, K.C.B.) spoke of the extreme importance of the subject with which Mr. Cobb had dealt. It was a subject that had received the attention not only of men like the eminent naval officers present that afternoon but of the Board of Admiralty itself. He could not of late years recall any Board that had done so much as the present with reference to the Naval Reserves. There had recently been two most important inquiries—one by the able Committee appointed by the Admiralty, and the other by a body appointed by the Board of Trade. These Committees had made most valuable recommendations. The Admiralty had quite lately taken practical steps to enrol the Naval Reserve Force in Newfoundland, and steps were being taken for the enrolment and instruction of a large force in Australia. The present Board had decided once more to enrol a force of Naval Volunteers. It was very hastily decided to disband that force, with which he himself was connected some thirty years ago. There had been a patriotic response to the call, and he had no doubt that in a few months we should have many thousands of men under instruction and competent for the duties which would be assigned to them on the mobilisation of the Navy. The *Navy List* now had many pages filled with the names of officers of the Royal Naval Reserve. It was on them we relied to do their part in case of a national emergency, yet nothing whatever had been done for the early instruction of those officers. Reference had been made to the *Hesperus* and the *Harbinger*, training ships with which he was formerly connected. After a good many years' experience he found the charges so onerous that he was not able to continue to sail those ships as vessels of instruction for those designed to be officers in the Mercantile Marine. The payments made covered the cost of training, but the ships were getting out of date and were not sufficiently large carriers to compete with the more modern vessels of the Mercantile Marine. As trading ships they were making serious losses voyage by voyage. It was, however, quite certain that with ships up to date and able to carry large cargoes, with comparatively small assistance from the Admiralty an education could be given which would be quite satisfactory and would fully qualify those young gentlemen to take their places as Reserve officers of the Navy. The Admiralty did make provision for training in gunnery at the later stage, but he held that for those officers of the Mercantile Marine to whom we looked for the Navy there

should be provision made not only for instruction in gunnery and other professional matters, but for sufficient instruction and education from the beginning of their service at sea.

Lord BRASSEY having to leave to fulfil another engagement, the chair was taken by Admiral Sir N. BOWDEN-SMITH, K.C.B.

Admiral the Hon. Sir E. FREMANTLE, G.C.B., C.M.G., was sorry Lord Brassey had not been able to carry his remarks further, and say what he thought of the very interesting scheme that had been propounded by Mr. Cobb. It was usual to speak of the Royal Navy as the best link of Empire, and that was undoubtedly true. It was true also that the red ensign, which was carried all over the world, was a great link of Empire and was appreciated as such. Of course, the quality of the Mercantile Marine was a very important matter. He himself felt some sympathy, at all events, with the Australian Colonies in their desire to have an entirely white service on the contract mail steamers. These Colonies might carry the matter rather far, and to some extent ignore Imperial requirements, but the idea was a good and a sound one. The idea was that, if we were to have merchant ships flying the British flag they should be manned by British crews. In that sentiment he thought they would nearly all agree. It was an extravagance, he thought, to keep on with our long-service men beyond a certain limit. He would not abolish long service altogether, but the short service which he advocated was really the long service in the French Navy. Talking of reserves, many naval officers said: "We don't depend on the Mercantile Marine now; the time is past for that." He altogether differed from that view. He held that no sea power could exist without a large Mercantile Marine, and that the real basis of our reserves must now, as ever, rest upon it. It was said you could not take men from the Mercantile Marine in case of war—that they would all be required; but he held, on the contrary, that, as history proved, the Mercantile Marine would have to make some sacrifices in case of war and spare the Navy some of its men. The scheme advocated by Mr. Cobb was undoubtedly an attractive one and aimed in the right direction. It was absolutely necessary that something should be done. It might be done by private effort, or by private effort combined with Government assistance, but he thought the time had gone by for one man to attempt to do it. If the shipowners had at heart the real security and well-being of their ships, they would encourage some such system as that which had been proposed. As to the details, he was inclined to make some slight criticism. The ships would have to be very large and there-

fore very expensive. There was nothing, of course, of such importance as continuous service. He was afraid there might be a certain amount of difficulty after a certain stage in continuing in this employment, but he agreed that one great inducement would be a pension, and if Mr. Cobb could manage to work in a pension scheme with his proposal he might succeed. It was a scheme which he hoped would be taken up, not only by shipowners, but by others interested in this question. The importance of endeavouring to make the Mercantile Marine more British than at present could hardly be over-rated. He had heard that there were merchant ships sailing under the British flag with nothing British about them except the flag. This was a state of things that was most undesirable, and in fact tended to disintegration. He trusted, therefore, that this scheme, or something of a similar nature, might be found acceptable; if not, that something at any rate would be done to make the merchant service far more British than at present.

Sir FREDERICK YOUNG, K.C.M.G., said that he was glad that this important subject had been brought before the attention of the public, through the instrumentality of the Institute. He was connected with a family of shipowners of the olden time—a time when the Navigation Laws were in force and when one part of those laws was that every shipowner was bound to carry, according to the tonnage of his vessel, a certain number of apprentices. When those laws were repealed, whatever else might be said about them, we had undoubtedly lost a valuable nursery for the Royal Navy as well as the Mercantile Marine. Since that time we had found a difficulty in the way of manning our vessels in the way we desired. The plan put forward by Mr. Cobb demanded sympathetic consideration and support on the part of the public. Whatever might be our political opinions, on this subject at least we should all try to "think Imperially." He was glad to see that Mr. Cobb included in the title of his Paper the word "federation." As a veteran pioneer and staunch advocate of that great question, he was delighted to see how in so many ways the idea was coming to the front in the present day. A few months ago, at a meeting of the Royal Colonial Institute over which he presided, the son of our noble Chairman read a very interesting Paper, entitled "Steps to Imperial Federation." To-day, Mr. Cobb most appropriately linked the title of his Paper on the Mercantile Marine with Federation, while only on Friday last at Salisbury, Lord Percy, the Under-Secretary of State for India, ended his speech with these remarkable words: "Whatever the result of the elections, the Unionist party

would never lay aside its weapons until it had secured liberty for British trade and until it had taken the cause of Imperial Federation out of the region of dreams and made it a solid, practical, and enduring reality."

Mr. J. CATHCART-WASON, M.P., considered that Mr. Cobb had worked out his subject thoroughly, and he trusted that the project would attain the success which it deserved. He was one who thought that our Navy was our first, our second, and our last line of defence, and everything which could be done to strengthen it should be done. What the Volunteers were to the Army, the Mercantile Marine should be to the Navy. The day would come, he hoped, when we should seriously consider our position with regard to the employment of seamen other than British on our ships, especially those ships subsidised for the purpose of carrying the mails. He sympathised strongly with Australia from that point of view. He sympathised also with the lofty idea of Imperial federation. It was a matter which, he thought, hardly wanted arguing out on public platforms. It was in our blood. He did not think the Government had done well in the matter of the agreement with Australia. What we wanted was one strong and united Navy, and we only weakened ourselves by having differences of service, and above all differences of pay. Mr. Cobb had suggested an admirable means of getting rid of many difficulties, and he thought his proposal of school-ships of travel round the world a most admirable one.

Mr. F. H. DANGAR joined with the previous speakers in appreciation of Mr. Cobb's Paper and thanked him for bringing the important subject dealt with to the front, and although he was only a small shipowner the question of having British seamen in our merchant ships had long been uppermost with him, and his instructions to his captains when engaging their crews were to have none but British seamen. Unfortunately this could not always be done, as he understood that the regulations of the Shipping Office did not allow captains to pick their men. He had no fault to find with the foreigners, as they as a rule were good seamen, and his captains always spoke highly in their favour. As to training boys as sailors, he had given the matter some attention during the last fifteen years and had a good many during that period, some of whom were now officers in the Navy, while others held responsible positions in merchant ships and steamers. Mr. Cobb had referred in his Paper to what Lord Brassey had done in this connection with the *Hesperus* and the *Harbinger*, and Lord Brassey himself had given us the

reasons why the good work which these ships were carrying on had eventually to be abandoned. He might mention that, with some other gentlemen, he had contemplated building a ship with special accommodation for forty boys, who would be trained as sailors, but as the prospects of getting even a nominal return on the capital to be invested were so remote the project had to be given up. He quite approved of the idea of our having ocean training ships and steamers, and to supply our needs both for the Navy and Merchant Service the Government, he thought, might well consider the policy of taking the matter in hand.

Mr. D. J. KENNELLY, K.C., who mentioned that he sailed as a paid apprentice fifty-nine years ago, and that he came to the port of London in 1846 with, he believed, the first Free Trade cargo of wheat under the new law, argued in favour of the restoration of the old system of apprenticeship, aided by the Government, as a means of improving the quality of the Mercantile Marine and at the same time excluding the foreigners who at present are found in such numbers in it. He was inclined to think the latter part of the Paper was a little Utopian. Its real value lay in the manner in which Mr. Cobb had opened their eyes to the necessity of filling up the Mercantile Marine with British-grown sailors.

Admiral Sir N. BOWDEN-SMITH, K.C.B., said : It was his pleasant duty to move a vote of thanks to Mr. Powys Cobb, and if in bringing the discussion to a close his remarks might not appear altogether favourable to the Paper, he hoped Mr. Cobb would understand that he fully appreciated the patriotism which prompted him or any other man to submit a scheme for the improvement of the *personnel* of our Mercantile Marine, or for providing a more efficient Naval Reserve. His fears were that the financial results as proposed in his plan would not be realised, and that sufficient allowance had not been made for deterioration or casualties and sickness or unforeseen accidents to the staff and crew of the vessel. There was nothing in the scheme which provided for stokers or firemen, which were an every-day necessity for both the Navy and Mercantile Marine. We had in the Navy a good nucleus of gunners, for, in addition to our well-trained seamen, the Marines, red as well as blue, were now well trained in gunnery, and had done well in recent prize firing. If hard pressed also at any time in a naval war we might hope to get some of the Garrison Artillery on board our ships; but stokers will be always wanted, and in war time the cry would ever be for more engine-room ratings. When Mr. Cobb spoke (on page 230) of the difficulty of getting poor boys of good cha-

racter on board merchant ships, he hoped he was not unmindful of the good work being done by the various training ships round our coasts, whose sole object it was to train poor boys of good character for a sea life, and that free of all charge. He was not speaking of reformatory or industrial school ships, but vessels like the *Warspite* and *Arethusa*, which took only boys of good character. At present there were on board the *Warspite* 200 boys, and an additional hundred could be taken at once, without increase to the staff, if funds permitted. He admitted that there was some difficulty in getting those boys shipped after they were trained; but we do get yearly a considerable number of boys afloat, and they earn (in the Mercantile Marine) from 20s. to 90s. a month on their first voyages. In Mr. Cobb's scheme the boys, as apprentices, were to earn nothing the first year (very properly), £10 to be paid them by the Association the second year, and £20 the third year; but what would the parents say to this? We know that amongst the working classes of the poorer kind it is a struggle for existence, and the parents look to their children to commence earning something towards the family pot as soon as possible after their school is finished, and he was afraid the terms mentioned would not tend to make them encourage their boys to go to sea. Comparing his scheme with the Navy, the lads of the Association were to commence their continual service at the age of twenty, and to have a pension of £26 per annum at the age of fifty. In the Navy, our lads commenced their continual service at the age of eighteen, and were entitled to a pension at forty of from £24 to £45 per annum, so that he feared the Training Ship Association scheme would not prove sufficiently attractive. Allusion had been made by one or two of the speakers to the Lascars on board some of our ships and the Australian objection to them. In his opinion, it would be a monstrous injustice to throw these men over after they had served us faithfully for the past fifty years; besides which, it was very doubtful if we could replace them with English seamen and firemen. To his certain knowledge these Lascars were well conducted, sober, trustworthy men, and, as they were our fellow-subjects from British India, let us try to replace the 96,000 white foreign seamen in the merchant service with Britishers before we turn out the 87,000 Indians who are also sons of the Empire. The question of barracks and clubs was a very large one, and might wait till the training scheme developed. Mr. Cobb spoke rather disparagingly of "Sailors' Homes," but he could assure him that those that were at present in existence for the Navy were doing admirable

work, and were much appreciated by the men. In providing a training system and pension scheme for the Mercantile Marine, we might well take a leaf out of Germany's book. Those two splendid companies, the "Hamburg-American" and "Nord Deutscher Lloyd," appeared to be very well managed, and were gaining popularity with the English travelling public. When a man got into the North German Lloyd he knew that (barring misconduct) he was provided for for life, and would receive a pension when old age overtook him. That Company had a training ship, the *Duchesse Sophia Maria*, of 2,600 tons, for their young officers and engineers. The service was so popular that it was said there were six candidates for every vacancy, and the Company was going to start a second vessel. It was commonly believed that these German companies were largely subsidised by the State, but from the latest information he was able to obtain this was not the case. They had contracts for carrying mails, but apparently not so great as ours for a similar proportion of work. He begged to move a vote of thanks to Mr. Cobb for his Paper.

In reply Mr. COBB assured Admiral Sir N. Bowden-Smith that unforeseen contingencies were amply provided for by the balance of 18 per cent. which was available after providing full interest on capital invested, and for depreciation and insurance. If healthy well-grown and disciplined young sailors were supplied in large numbers, many would be attracted to the fireman and stoker ratings by the higher pay offered in the Mercantile Marine to those ratings. This was a better method than attempting to train boys in a stokehole, which would ruin their health. He was far from forgetting the excellent work which ships like the *Warspite* were doing. His system was designed to overcome the difficulty, admitted by Sir N. Bowden-Smith, which was experienced in getting their boys to sea. The terms of indentureship for poor boys compared favourably with the generally existing practice. Parents expected their sons to contribute to the family pot, because they had to feed and clothe them. To relieve parents of this necessity was more than the equivalent of their boys' possible earnings. The minimum pension earned by an A.B. under the proposed system was £38 per annum, and higher ratings could earn more. However, he deprecated any comparison with the Navy, because there could not be any competition with that service. The Navy could not accept anything like all the useful recruits who offered themselves, nor, on the other hand, could it enlist all the men who were wanted for war purposes, so there would always be

needed by the Government a large number of men such as it was proposed to train. Lord Brassey had told them that the *Hesperus* and *Harbinger* had failed to pay, not as training-ships, but as cargo-carriers. This danger was avoided in the present scheme. He noticed a tendency to confuse the training of officers with that of seamen. Seamen were the pressing need. He desired to bear testimony to the encouragement the Admiralty were giving to the enrolment of Reserves, but that would not produce Reserves unless there were suitable British sailors to be encouraged. The present position was that the Reserves were wholly inadequate, and British seamen were fast disappearing.

SIXTH ORDINARY GENERAL MEETING.

The Sixth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, April 12, 1904, when a Paper on "The Development of West Africa by Railways" was read by Fred Shelford, Esq., B.Sc. (Lond.), M.Inst.C.E.

His Grace the Duke of Marlborough, K.G., presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 20 Fellows had been elected, viz. 7 Resident and 13 Non-Resident.

Resident Fellows :—

Charles Weldon Adams, Daniel Finlayson, F.L.S., Francis Douglas Fox, M.A., M.Inst.C.E., Hugh Spencer Lynn, His Grace the Duke of Marlborough, K.G., Bernard Oppenheimer, John S. Remington.

Non-Resident Fellows :—

Hyman Boodson (Transvaal), Godfrey T. Bradley, M.I.Mech.E. (Ceylon), Edward L. Brockman (Straits Settlements), Donald A. Grant (New South Wales), Edward M. Hirson, C.E. (Gold Coast Colony), G. Frederick Hoy (Cape Colony), W. G. Hutchinson (Transvaal), Ernest H. Mitchell, A.M.Inst.C.E. (Gold Coast Colony), William Murray (Gold Coast Colony), James Peet, M.I.Mech.E. (Trinidad), Reginald D. Pontifex, Ernest G. Stevens, C.E. (Sierra Leone), Charles Tatham, J.P. (Natal).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN : I have much pleasure now in asking Mr. Shelford to address us. He is well known to many of you. Mr. Shelford is connected with the firm of Messrs. Shelford & Son, who are consulting engineers to the Crown Agents for the Colonies, a distinguished firm, who in the past have done very good work both for the Colonial Office and for others in this country. He himself has visited many of the territories concerning which he is about to

speak, and indeed I believe that with regard to railway construction he has been a pioneer in having examined the country and the land where subsequently the railways have been constructed. Speaking for myself, I come here as a pupil, as one who is anxious to learn all he can from the information the lecturer is about to impart to us.

Mr. SHELFORD then read his paper on

THE DEVELOPMENT OF WEST AFRICA BY RAILWAYS.

THE development of a country largely unexplored and still little understood, such as West Africa, in the Author's opinion comprises:—

1. The suppression of tribal revolts and intertribal warfare, and the abolition of slavery and other barbarous customs, by the introduction of an enlightened administration, *i.e.* pacification.
2. The introduction of the teachings of Christianity in place of the superstitions and cruelties of paganism, *i.e.* religion.
3. The establishment of the importation of manufactured goods in exchange for the exportation of the natural products of the country or those obtained by cultivation of the soil, *i.e.* trade.
4. The location and working of mineral ores, affording paid occupation and education for the native and the employment of capital, *i.e.* industry.
5. The instruction of the native in skilled labour, arts, science and literature, enabling him to become a useful subject of the Empire, *i.e.* education.
6. The geographical, topographical, geological, zoological, botanical, and ethnological study of the country.

These results are brought about in a greater or less degree by such means as European administration, military and exploring expeditions, the efforts of missionaries, mercantile enterprise, and mining operations, but each and all of them are assisted and expedited by the establishment of improved means of communication, such as is provided by the construction of railways.

In the Colony of Sierra Leone the native insurrection in 1898 was accompanied by the most terrible outrages upon the Europeans within the affected area, and unfortunately found the Sierra Leone Railway only recently begun and of use for only a short distance for the conveyance of troops; but at the present time with the railway in working order from Freetown, the capital, through Songo Town (32 miles), Rotifunk (55 miles), to Mattru and Bo (195 miles),

and an extension from Bo to Baiima (222 miles from Freetown) rapidly approaching completion, there can be no doubt that any further native rising in the neighbourhood of the railway is improbable, while the means of communication now afforded by the railway would lead to the prompt suppression of any revolt which did occur, since troops could reach the infected area from the seat of Government in a few hours.

Again, in the case of the Gold Coast the numerous wars against the Ashantis in 1875, 1896, and lastly in 1900, each of which has been most costly to the Mother Country in life and treasure, are unlikely to occur in future now that Kumasi is placed within sixteen days' journey from England, and a few hours' journey from the coast.

At Lagos fortunately the inhabitants of the hinterland are more advanced in the Imperial scale than at Sierra Leone and the Gold Coast, and the railway is unlikely to be called into use for the suppression of disturbances, while the connection by railway of Lagos with the great native towns of Abeokuta and Ibadan has only to serve the purpose of promoting trade between those important centres.

If the extraordinary expenditures upon wars, which the Colonies can ill afford, can be avoided altogether in the future, and at the same time commercial relations be strengthened by the construction of the West African Railways, they will be of lasting benefit to the Colonies that own them.

Inter-tribal wars, with the attendant feeling of insecurity and reduction of the population, barbarous customs—such as human sacrifices, massacres of prisoners of war or of slaves, and other inhuman practices due to the influence of “fetish”—are bound to give way before the advance of railways and the increased facility of travel afforded to officials of the Administration.

The encouragement to trade afforded by railway construction of course requires no demonstration. It will suffice to say that the natural products of the country—such us palm oil, kernels, rubber, &c.—which have in the past been allowed to remain untapped for want of means of transport, have been now, and will be still more in future, brought within reach of the merchants on the Coast. What is desired in this respect is for the West African trader to see his way to further efforts to secure the collection and sale of these valuable products by the establishment of subsidiary stores upon the route of the railway for the exchange of native produce for European manufactures.

With regard to the cultivation of the soil, the construction of railways has opened up very large tracts of country suitable for the growth of almost every conceivable tropical product. Much has been recently heard of Imperial-grown cotton for the use of the Lancashire mills. The Author can only point to the large tracts of land in Sierra Leone and at Lagos, many of which are suitable for the cultivation of this plant, now opened up by means of the railways, and waiting for properly-directed efforts to turn them to account. It is for such objects, among others, that the Governments of the West African Colonies have undertaken the responsibilities of railway construction.

The prospecting of the country for mineral ores is, of course, facilitated by railways permitting a wider range of operations.

With regard to the actual working of mines, gold is the mineral which has first attracted attention in West Africa as elsewhere.

Gold mining is an industry which has necessarily to deal with large quantities of quartz requiring pulverisation to a high degree of fineness, and for this purpose stamps or rolls of great weight must be employed. Stamps weighing from 750 lbs. to 1,100 lbs., or even more, can only be subdivided into two or three sections, and a battery of any considerable output may require from 20 to 100 or more of such stamps.

Sectionalisation of mining machinery has sometimes been adopted under stress of circumstances where no transport facilities existed, but all mining engineers are agreed that it is essentially unsatisfactory on account of the loss of sections in transit, and the inability of sectionalised machinery to withstand the vibrations to which it is subjected.

The transport of heavy pieces of machinery, anything in fact over one or two cwt., for any long distance, or anything over half a ton for the shortest distance, is a practical impossibility in a country such as the Gold Coast, where the rivers are not navigable and roads exist only in name. This is conclusively proved by the past history of gold mining on the Gold Coast. The gold miner must therefore either sectionalise his machinery with the consequent sacrifice of efficiency, or he must be provided with means of transport.

The Gold Coast Railway delivers loads of any weight at Tarkwa, one centre of the gold-mining industry, in a few hours, while it delivers at Obuassi, the headquarters of the Ashanti Goldfields

Corporation, machinery such as could otherwise not be employed there.

Other mining industries than gold mining are undeveloped in West Africa. Unfortunately, so far coal has not been found, although the condition of the forest belt of West Africa seems to be very similar to that existing in Europe during the carboniferous period. Gigantic trees, innumerable smaller trees, and dense under-growth quickly grows and falls to the ground to rot, forming a deep layer of decaying vegetation, which one can well imagine may form a carboniferous stratum in future ages. It is a question, however, whether the conditions of damp and heat and the presence of white ants and other insects may not be destroying the timber before it becomes permanently imbedded. This, however, is merely a matter of academic interest to the present age.

The education of the native in the practical arts and crafts is a most important effect of the introduction of the iron horse, although railways share this influence with mining operations and other industries. The native if left to himself will learn nothing and will aspire to nothing but the simple husbandry of his forefathers, which supplies him with his food and a small surplus of products for exchange for clothing, gun and gunpowder. But when railway construction is begun he is called upon to assist in surveying, clearing of forest upon a large scale, excavation of cuttings in earth, and blasting of cuttings in rock, building of embankments, excavation of bridge foundations, construction of masonry or concrete bridges, and erection of steelwork, erection of station buildings, workshops, quarters and telegraph, laying of permanent way and ballast, each of which, together with many other branches of the work, must educate him and advance him in the scale of civilisation.

But the railway when constructed has still to be worked, and this again demands for the native the duties of maintenance and repair of road, bridges, stations and rolling stock, while from the ranks of the natives have to be enrolled station masters, drivers, firemen, fitters, blacksmiths, guards, porters, shunters, and pointsmen; while both during construction and during working a small army of timekeepers, bookkeepers, clerks, typewriters, and accountants has to be enlisted from the native races to avoid the expense of excessive European skilled labour.

The different native tribes show varying adaptability to the new duties demanded of them. Considering the absence of any real necessity for continuous wage-earning employment the natives

have taken fairly well to the work, but there is plenty of room for improvement. There is no reason why in time the West African native should not attain the same degree of proficiency as the East or West Indian.

Improved knowledge of the geography and topography of West Africa has naturally followed as a result of the numerous surveys carried out to determine the route for each railway. Some 750 miles of surveys have been carried out in Sierra Leone alone in connection with the railway, and a large number of names of new towns and villages have been added to the map of the Colony. At Lagos also numerous surveys have been made and the topographical knowledge of the country has been improved, while upon the Gold Coast the railway runs from Sekondi to Kumasi through country previously quite unknown. The Author's own expedition between the two places in 1899 and the numerous prospecting expeditions sent out in 1900 and 1901 have, it is hoped, contributed to the geographical knowledge of this part of the Gold Coast.

The construction of railways facilitates the study of the geology and botany of a country by affording continuous though shallow sections difficult to obtain otherwise, while the use of native timber brings to light unknown trees of commercial value. Each, however, of these services requires systematic application by itself, and it is difficult for railway construction staffs to do more than take advantage of any discoveries of practical value that they may happen to make. Thus the position of a deposit of river gravels is quickly noted for use for concrete or ballast, while valuable timbers are found and employed in the construction of temporary bridges and other works.

There is no reason why the West African timbers should not be employed for sleepers, buildings, and bridges in West Africa as elsewhere, but the engineer cannot employ them upon a large scale until their identity and properties are known.

SIERRA LEONE GOVERNMENT RAILWAY.

A description of this railway accompanied by numerous lantern slides will be given by the Author, so that only a few brief particulars are required in this Paper.

The railway is of 2 ft. 6 in. gauge, with rails weighing 30 lbs. per yard and steel sleepers. The maximum gradient is 1 in 60 with a minimum curvature of 5 chains. The line has been built section by section and not as one undertaking.

The route of the railway is shown upon the maps on the wall; leaving Freetown it passes through Hastings, Waterloo, Songo Town (32 miles), Rotifunk (55 miles), Mano, Mattru, Bo (135 miles) and reaches Baiima, 222 miles from Freetown. The section from Freetown to Songo Town includes 11 large viaducts. From Songo Town to Rotifunk there is one bridge of importance. The rest of the line consists of undulating country crossed by rivers of some size requiring several large bridges.

The following are the principal works upon the Sierra Leone Government Railway so far constructed:—

Works of interest	Mileage		No. of spans	Total length
	Miles	Chains		
Freetown to Songo Town:				
Nichol Brook	0	78	9	281
Kissey "	4	75	6	280
Wellington Brook	7	40	7	312
Calaba "	7	77	5	158
Robiss "	8	16	4	162
Orogou Viaduct	11	65	6	386
Maroon "	12	78	7	330
Hastings	13	50	7	294
Rokell "	16	15	3	94
Gaddon "	16	65	3	94
Lewis "	17	14	4	126
Allamangey Viaduct	18	24	5	182
Songo Town to Baiima:				
Ribbi Bridge	38	65	9	662
Bumpe "	55	40	2	63
Mongire "	61	60	2	63
Makora "	68	12	2	63
Yambutu Bridge	76	50	3	158
Bangue "	79	0	3	232
Taija "	106	43	10	589
Tabe "	118	40	4	233
Bebeye "	148	15	5	262
Sewa "	160	50	6	718
Male "	175	48	4	233

SIERRA LEONE MOUNTAIN RAILWAY.

Views will also be shown of this work, which was opened on March 1, 1904. This railway is of the same gauge as the main line of the Colony, but the gradient is as steep as 1 in 22, and the curvature through the streets of Freetown necessitates curves as sharp as 2 chains radius.

The railway is built for the purpose of affording communication between the Government buildings in Freetown at the foot of the hill and the new cantonment, consisting of residences for officials and others, situated on a plateau about eleven hundred feet above the sea, where the conditions of life will be far more healthy than in the town itself. It is hoped that the facilities afforded by this mountain railway will contribute largely to the improved health of the Colony, as the new cantonment will afford most extensive views both over the Atlantic Ocean and over the interior of the country for many miles, and will be fully exposed to the healthy sea breezes.

LAGOS GOVERNMENT RAILWAY.

Views of this railway will be shown, and a few particulars only need be included in the Paper.

The gauge of the Lagos Government Railway is 3 ft. 6 in., rails 50 lbs. per yard, gradients 1 in 50 with 10 chain curves. The line was constructed in sections and not as a whole.

The established communication between Lagos Island and the interior is now as follows : Leaving Lagos Town, with a population of some 42,000 people, one crosses the lagoon by the Carter Bridge 2,600 feet in length, and reaches the terminus of the railway, which is situated on the island of Iddo ; thence the railway crosses the lagoon by the Denton Bridge 900 ft. in length, and reaches the mainland at Ebute Metta, where the workshops, quarters, engine-sheds, &c., are situated. It then runs up the fertile valley of the Ogun River, passing the village of Otta at 20 miles, and numerous other villages of varying importance till Aro is reached at 64 miles, whence a branch line, about 1½ miles long, crosses the Ogun River and reaches Abeokuta.

Abeokuta ("the City under the Rock") is generally believed to have a population of nearly 100,000 people, and is enclosed by a wall about 15 to 20 miles in circumference. The branch line crosses the Ogun River by a bridge of three spans of 100 ft. and three spans of 60 ft. and a total length of 500 ft. The Main Line does not cross the Ogun River, but continues up its right bank and crosses at Lokomeji, finally reaching Ibadan 125 miles from Lagos, where the terminus at present remains.

Ibadan is a town of very considerable importance credited with a population of 180,000 people, with a considerable trade of its own.

The extension of the Lagos Railway beyond Ibadan is under consideration, and surveys have been made in anticipation of its eventual extension.

GOLD COAST (TARKWA) RAILWAY.

During a visit in 1896 of Sir William Maxwell, then Governor of the Gold Coast Colony, to the Tarkwa district, the practical impossibility of working the gold mines of the basket formation without railway communication with the coast was demonstrated.

A survey was made in 1897, with the result that the construction of a railway from Sekondi to Tarkwa was commenced early in 1898, but, owing to objections being raised with regard to the selection of Sekondi as a port, work had to be suspended until the Secretary of State for the Colonies, in July 1898, held a conference at the Colonial Office which resulted in the confirmation of the original route recommended. Work was recommenced in August 1898, but was much impeded by the scarcity of labour, the population of the locality being sparse and not taking to the new work.

The supply of labour remained for some time quite inadequate, but the Government of the Colony expressed a wish that labourers should not be imported, as they desired that the natives of the country should be given every opportunity of learning the work. Moreover, on account of the short length of the line to Tarkwa, it was impracticable to organise the importation of labour on a large scale.

The wet season of 1899 was abnormal, and very large quantities of rain fell, practically suspending the work, and many of the staff became sick, but in the dry season of 1899–1900 the work was again pushed forward as well as the inadequate supply of labour would allow.

At the beginning of 1900, in consequence of the possibility of the extension of the railway to Kumasi being undertaken, it became obvious that labour must be imported from other countries, and steps were taken to recruit it.

After a great deal of difficulty a supply of labour from Lagos was arranged for, but unfortunately the Ashanti war broke out in April 1900, putting a stop to all further importation of outside labour and taking away the natives already engaged upon the work to act as carriers for the troops.

The Ashanti war broke up the survey parties sent out to make a preliminary survey of the Kumasi Extension, frightened the labourers on the more advanced works, and generally caused serious disorganisation.

At the conclusion of the Ashanti war work was again pushed forward, and the railway reached Tarkwa in May 1901.

The actual period occupied in the construction was from July 1898 to May 1901, or thirty-four months, during which a base with landing-jetties, quarters, workshops, running-sheds, &c., was established at Sekondi, a place formerly consisting of a few mud huts and with no accommodation whatever. This work was carried out in the face of three wet seasons, a prolonged scarcity of labour, and eventually the last Ashanti war.

TARKWA-KUMASI EXTENSION.

In 1899 it was decided that an examination of the country between Tarkwa and Kumasi should be made with a view of deciding whether Kumasi should be approached by railway from Accra, as proposed by Sir William Maxwell, or by an extension of the Tarkwa Railway.

In 1899 a comparison of these two routes was made by the Author, and as a result of his report the Tarkwa-Kumasi Extension line, through unknown swampy and forest-clad country, was begun in June 1901, the rails reaching Obuassi December 20, 1902, and Kumasi in September last.

The time occupied in reaching Obuassi was 18 months in all, during which 86 miles of line, comprising very heavy clearing and earthworks, were constructed at an average rate of $4\frac{3}{4}$ miles per month.

NATURAL DIFFICULTIES OF CONSTRUCTION.

The difficulties encountered in constructing the West African Railways have been very numerous and peculiar to the country. They may be briefly stated under the following heads:—

(a) *Climate*.—The unhealthiness of the climate of West Africa is notorious and greatly interferes with continuity of organisation in carrying out extensive works. In order to provide against the disastrous effect of climate upon the railway officials, who are specially exposed to the weather, both heat and rain at all hours of the day, an eight months' service was in all cases instituted, carrying with it four months' absence on leave from the Colony on half-pay. Proposals have been made to extend the period of service, but this has so far been deemed inadvisable.

Elaborate medical arrangements have been organised upon each railway. At Sierra Leone there has always been a medical staff maintained by the Railway Department, the Colonial Hospital being

available. At Lagos the medical staff was very fully equipped. A small railway hospital was constructed, and the Colonial Hospital has been available as well. On the Gold Coast, owing to the complete isolation of the works, a large hospital has been erected at Sekondi, and another at Obuassi. The medical staff has always been kept at full strength, and fully equipped with all medical appliances, instruments, and medicines.

All the railway officials have been kept fully informed by pamphlets, books, &c., of the development of the Malaria Mosquito theory since it was first discovered, and detailed instructions as to site of camps, clothes to be worn, food and drink, have been issued to every employee.

In spite of these precautions the effect of the climate upon the staff is best shown by the changes that have occurred in the position of Chief Resident Engineer, Chief Accountant, and Chief Store-keeper at Lagos, and in the position of Chief Resident Engineer at Sierra Leone and Gold Coast, a list of which is given in full detail in the Appendix.

The detailed health statistics of each railway could be given in full, but the particulars of these five appointments are perhaps sufficient to emphasise the point.

It has been found that men of superior education occupying the higher appointments upon the railways keep their health better than those in the lower grades, hence some idea may be formed, from a perusal of these lists, of the great number of changes which have taken place amongst the entire staff of each railway.

The following table, showing the total numbers of European engineers and others employed on each railway, may be of interest:—

—	Total Number of individual Europeans employed on each railway to end of 1903.	Total Number of Europeans sent to each railway, i.e., total number of "tours" of service to end of 1903	Remarks
Sierra Leone Government Railway	239	400	Still in progress
Lagos Government Railway . . .	219	333	Completed
Gold Coast Government Railway .	388	635	Completed

The effect of these constant changes upon the continuity of administration of each railway can be readily imagined, but this

cannot by any possibility be avoided in a climate such as that of West Africa.

(b) *The Wet Seasons.*—At the commencement of operations in West Africa it was expected that all active work would have to be suspended during the wet seasons, but this has not proved to be necessary. Surveys, indeed, have been completely stopped during the rains, but construction work has been carried on during the wet seasons, though of course always under great difficulties. The execution of an enormous quantity of earthwork upon the Gold Coast Railway during the wet season of 1902 was absolutely imperative in the case of a line telescopically constructed, but it is unsatisfactory from an engineering point of view.

As an illustration of the heavy rainfall in the West African Colonies, the actual fall for the year 1901 is given below, the greater part of this falling in the months of June, July, September, and October :—

Sierra Leone rainfall, 1901	175·48 in.
Lagos rainfall, 1901	112·59 in.
Gold Coast (Tarkwa) rainfall, 1901	92·55 in.

In some cases tropical showers have fallen to the amount of 4 to 5 inches at a time, and upon the Gold Coast in June 1901 no less than 80 inches (2 ft. 6 in.) of rain fell in the month, an amount equal to the average total rainfall of the United Kingdom in one year.

(c) *Quality of Labour.*—In the case of each Colony the railway works have been carried on by means of West African native labour, the actual native of the district being employed, except upon the Gold Coast Railway, where natives of other parts were imported. The West African is unaccustomed to any but his own agricultural employment, and is naturally devoid of all skill and education, and possesses little energy. In course of time, however, the natives in each Colony have been educated by the Railway Department to take up the duties of station masters, porters, platelayers, mechanics, fitters, &c.; in Sierra Leone and Lagos with considerable success, the Mendis, Timinis, Egbas, and Yorubas having a certain amount of aptitude for the work. Upon the Gold Coast the Fantis and other tribes are somewhat more slow to develop the required talent.

(d) *Scarcity of Labour.*—In Sierra Leone and Lagos this did not occur except when the military operations took away the

railway labour as carriers for the troops, there having always been sufficient labour of a kind. This is due to the large populations in the neighbourhood of the railway. On the Gold Coast Railway, however, the scarcity of labour was a very serious matter, the supply falling at one time as low as about 600 men, a number perfectly inadequate for progress. The number of natives employed at various dates has been as follows :—

—	August 1898	June 1902	January 1903	January 1904
Sierra Leone Railway . . .	1,063	4,685	3,281	3,571
Lagos Railway . . .	10,426	Completed 16,000	12,417	2,502
Gold Coast Railway . . .	2,714			
Total	14,203	20,685	15,698	6,073

(e) *Difficulties of Landing Cargo.*—Over-carriage of materials, damage to the same, and the wreck of ships carrying large consignments have added greatly to the difficulty of providing the materials in proper time and order, especially as it has only been possible to ship small quantities in each steamer in order not to congest the wharves and piers available.

At Sierra Leone the Wharf accommodation is extremely limited, though the landing facilities are otherwise good.

At Lagos it has been necessary to tranship all cargo at Forcados, some 150 miles beyond Lagos, into branch boats which can cross the Lagos Bar.

On the Gold Coast (Sekondi) all materials have had to be discharged into surf boats and lighters in the open roadstead. The lighterage is in charge of Messrs. Elder, Dempster & Co., and small consignments have been necessary to prevent delay to the steamers or congestion of the lighterage plant.

(f) *Scarcity of Ballast.*—This difficulty has perhaps been the greatest of all. At Sierra Leone ballast has been fairly plentiful, and the difficulty has not been formidable. At Lagos, however, there is a complete absence of hard stone of any kind for nearly 60 miles from the coast, and it was necessary to open the railway for this length very partially ballasted, and to allow the maintenance gangs to complete the work gradually. Upon the Gold Coast hard rock exists, but as a rule only at a depth of 50 to 100 feet from the

surface, and this has rendered the extraction of about 500,000 tons of stone required for the railway practically impossible from such quarries. It was necessary to adopt the expedient of searching for surface stones and boulders in the bush, and to bring them to the line to be broken up and distributed. This was a very laborious and costly work, but had to be carried out on account of the soft clayey nature of the soil on the Gold Coast which has rendered ballasting imperative.

EXTRAORDINARY INTERFERENCE WITH CONSTRUCTION.

Besides the natural difficulties which have been encountered as outlined above, the construction of railways in West Africa has been unfortunately interrupted by disturbances amongst the natives and military operations in the case of each Colony.

SIERRA LEONE.

In the case of the Sierra Leone Railway a native insurrection broke out in February 1898, and had the effect of stopping the works and disorganising the staff for some time. The rebels descended upon the railway and drove into Freetown the entire staff, and dissipated the whole of the native labour, causing a condition of panic, which continued for some time during which the railway and its plant were left at the mercy of the rebels. During the whole of 1898 and until April 1899 the requirements of the native troops sent up country to quell the disturbance, and of the troops sent to the Colony as a punitive expedition, took away a very large number of the labourers engaged upon the railway to act as carriers to these expeditions. The result of this disturbance was to detain the rail-head at Songo Town, the end of the first section, although authority had been received for the next section to Rotifunk. Upon the termination of this disturbance in April 1899 the Songo Town to Rotifunk section was completed in about eight months.

LAGOS.

At Lagos the disturbance was not due to the natives, but at the latter end of 1897 and the early part of 1898 the operations of the French in the Hinterland required the urgent despatch of troops up

country, and for this purpose almost all of the railway labourers, and some of its officers, were taken by the Government to act as carriers to the military expeditions. At the conclusion of the military operations work was recommenced in October 1898, and the rails advanced from 30 miles to 64 miles (Abeokuta) in seven months, or at the rate of 5 miles per month, and from Abeokuta to Ibadan, at 125 miles, in twenty months more.

GOLD COAST.

On the Gold Coast the special disturbance was the Ashanti War, which broke out in April 1900, and continued until the end of that year. The effect on the labour has been referred to above, and may be briefly described as putting an end to the importation of labour into the Colony from other parts of West Africa, which after a great deal of trouble had been eventually organised. At the conclusion of the Ashanti War, rail-head advanced from 25 miles to 126 miles in twenty-two months, equal to a rate of $4\frac{1}{3}$ miles per month.

RATE OF CONSTRUCTION.

The rate at which the West African Railways have been constructed will be shown graphically by a lantern slide, and compared with that of French and Belgian railways in West Africa.

It must be remembered that these railways have not been constructed as a whole, but tentatively, section by section, an interval frequently occurring between the completion of one section and the authorisation of the next, and in all cases the authorisation of the work by sections has prevented an organisation suitable for the rapid construction of the whole. This cautious policy has no doubt been the best for each Colony to adopt, but has naturally tended to some extent to prevent the increasing rate of progress which would have been realised if from 120 to 220 miles of railway had been undertaken at a time.

The rate of construction of railways in West Africa is hindered by want of landing facilities, sickness of staff, the absence of continuity of administration due to climate, excessive rainfall, and the physical obstruction of the dense tropical forest, rendering survey very slow and requiring heavy labour in clearing, and by the necessity for carrying on the entire work and conveying all the materials from one base.

The following table sets out the rate of progress of each railway :—

Section	Length Miles	Begun	Finished	Time in Months	Average Rate in Miles per Month
Sierra Leone Railway (2 ft. 6 in. gauge) :					
Freetown — Songo Town ¹ . . .	32	Mar. 1896	Dec. 1898	33	1
Songo Town—Rotifunk ² . . .	23	June 1899	Mar. 1900	9	2·6
Rotifunk—Bo ² . . .	80	Dec. 1900	Oct. 1902	22	3·6
Bo—Baiima ³ . . .	87	Jan. 1903	Nov. 1904 (expected)	22 (expected)	3·9 (expected)
Total. . .	222			86	2·7 average
Lagos Railway (3 ft. 6 in. gauge) :					
Lagos—Otta ⁴ . . .	20	Mar. 1896	Sept. 1897	18	1·1
Otta—Abeokuta ⁵ . . .	44	Oct. 1897	April 1899	18	2·5
Abeokuta—Ibadan ⁶ . . .	61	May 1899	Dec. 1900	19	3·2
Total. . .	125			55	2·3 average
Gold Coast Railway (3 ft. 6 in. gauge) :					
Sekondi—Tarkwa ⁷ . . .	40	Aug. 1898	May 1901	33	1·2
Tarkwa—Obuassi ⁸ . . .	86	July 1901	Dec. 1902	17	5
Obuassi—Kumasi . . .	44	Feb. 1903	Sept. 1903	7	6·3
Total. . .	170			57	3·0 average

¹ Includes construction of headquarters. Difficult country, eleven steel viaducts. Interrupted by native insurrection.

² Interrupted by native insurrection.

³ In progress.

⁴ Includes construction of headquarters and bridge to mainland.

⁵ Delayed by military operations.

⁶ Includes terminal work at Ibadan.

⁷ Includes construction of headquarters and pier. Delayed by scarcity of labour and Ashanti War. Heavy rains.

⁸ Rail laying reached twelve miles per month. All traffic offered carried upon railway.

The progress of the British West African Railways can be

favourably compared with the railways made in Tropical Africa by other Powers, as shown in the following table :—

RATE OF PROGRESS OF CONSTRUCTION OF RAILWAYS IN TROPICAL AFRICA
BY OTHER POWERS.

Railway	Gauge	Length Miles	Begun	Finished	Time in Years	Average Rate
FRANCE :						
French Senegal : Kayes — Niger Railway	Metre	348, of which 250 are completed	1881	Still in progress	23	11 miles per ann.
French Guinea : Konakry-Niger Railway ¹	Metre	342, of which 46 miles are completed	June 1900	Still in progress. Reached 46 miles June 1903	3	15 miles per ann.
Dahomey Railway ²	Metre	About 500 miles proposed, of which 55 miles are completed	May 1900	In progress	3½	16 miles per ann.
Ivory Coast		The proposed railway		has not yet been started		
GERMANY :						
Kameroons		The proposed railway		has not yet been started		
CONGO FREE STATE :						
Congo Railway ³ .	2' 6"	250	1889	1898	9	28 miles per ann.
EAST AFRICA :						
Uganda Railway ⁴	Metre	584	early 1896	Temporary line, early 1902	6	97 miles per ann.
				Permanent line completed, say, middle of 1903	7½	78 miles per ann.
Beira Railway	2' 0" altered to 3' 6"	187	1892	1898	6	31 miles per ann. (2·6 miles per month)

¹ This line is open to 46 miles, and work is proceeding further ahead.

² Easy country, but Lama swamp at 55 miles has caused delay. Concessionaire provides materials only, and receives a subsidy of £80 per kilo, and a land grant of 1,150 square miles.

³ Fairly open country; imported labour; 2 ft. 6 in. gauge.

⁴ Much open country; comparatively healthy.

It will be seen from the above table that the rate of construction of the British West African Railways compares not unfavourably with other railways in Tropical Africa, with the exception of the Uganda Railway, which was authorised and organised as a whole and not by tentative sections.

COST OF CONSTRUCTION.

In considering the cost of the construction of railways in West Africa due allowance must be made for the fact that they have been constructed through dense tropical forest in what is generally recognised as the worst climate in the world, necessitating very short terms of service, constant changes of staff in every grade, very heavy rainfall, scarcity and inferiority of unskilled labour, and the complete absence of skilled labour; landing difficulties, and the necessity of carrying on construction entirely from one base. Further allowance must be made for the native revolts and military operations which have occurred in each case.

Cost of the West African Railways,

Including Permanent Bridges, Headquarters Establishment, and Rolling Stock, &c., complete.

—	Gauge	Total Cost £	Length Miles	Cost per Mile £
Sierra Leone :				
1st section ¹	2 ft. 6 in.	193,946	32	6,060
2nd section ²	2 ft. 6 in.	97,164	23	4,224
3rd section ³	2 ft. 6 in.	319,046	80	3,988
4th section ⁴	2 ft. 6 in.	348,000	87	4,000
Total and average .		958,156	222	4,300

¹ Includes establishment at base and eleven steel viaducts.

² Impeded by native revolt.

³ Including permanent steel bridges.

⁴ Estimate.

Gold Coast ¹	3 ft. 6 in.	1,753,488	170	10,300
Lagos ²	3 ft. 6 in.	882,961	125	7,064

¹ Dense bush, scarcity of ballast, Ashanti War, much ill-health, nearly all labour imported.

² Cost of main line to June 30, 1903.

Cost of other African Railways.

—	Gauge	Total Cost £	Length Miles	Cost per Mile £
Tropical African:				
*Uganda Railway ¹ . . .	Metre	5,550,000	584	9,503
†Congo Railway ² . . .	2 ft. 6 in.	2,600,000	250	10,400
Temperate African:				
†Cape of Good Hope Government Railway ³ . . .	3 ft. 6 in.	21,842,216	2,089	10,456

¹ Still incomplete. ² Narrow gauge. Severe gradients. Open country.³ To December 31, 1900.*Cost of other Colonial Railways.*

‡New South Wales Government Railway ¹ . . .	4 ft. 8½ in.	38,932,781	2,845	13,684
‡Tasmanian Government Railway ² . . .	3 ft. 6 in.	3,659,069	499	8,395
‡Queensland Government Railway ³ . . .	3 ft. 6 in.	19,526,370	2,801	6,971
‡New Zealand Govern- ment Railway ⁴ . . .	3 ft. 6 in.	17,207,328	2,212	7,779

¹ To June 30, 1901.² To December 31, 1900.³ To December 31, 1900.⁴ To March 31, 1901.*Cost of some Indian Railways of Equivalent Gauge.*

—		R.		R.
§Rajputana—Malwa . . .	Metre	12,87,20,729	1,674	76,894
§Southern Mahratta . . .	Metre	9,51,13,422	1,042	91,279
§South Indian	Metre	7,42,48,486	1,042	71,255
§Burma	Metre	7,56,31,200	886	85,362

^{*} From statement in Parliament, December 1902.[†] From Annales des Travaux Publics de Belgique.[‡] From Statistical Table re Colonial Possessions of the United Kingdom, 1900.[§] From Administration Reports on Railways in India.

There is one important point to be noticed with regard to the speed of construction and the cost of railways in West Africa—that the further they are constructed the greater is the speed of construction and the less the cost, provided they are authorised and organised as a whole and not in sections. This is due to the better climate and the more open country found further inland, the greater facilities given to the staff to organise the machinery of construction, the increasing confidence and efficiency of the native labourers, and the existence of an established base with quarters for the staff, workshops, and improved landing facilities.

SUMMARY OF PRESENT DEVELOPMENT BY RAILWAYS.

To summarise what has been already accomplished in the development of West Africa by railway construction by Great Britain and other Powers it may be stated:—

That in Sierra Leone a railway 222 miles long has been nearly completed traversing the Colony from West to East, forming one of the longest continuous lengths of railway of 2 ft. 6 in. gauge in the world, and being the most cheaply constructed line on the Western side of Africa.

In Lagos a 3 ft. 6 in. gauge line, 125 miles long, has connected up the three largest towns on the West Coast of Africa—Lagos, Abeokuta and Ibadan.

On the Gold Coast a 3 ft. 6 in. line, 170 miles long, has placed Kumasi, the capital of Ashanti, within sixteen days' journey of Great Britain.

The French have connected St. Louis and Dakkar by rail, and are proceeding with metre-gauge railways connecting Kayes and Koulikoro in Senegal, Konakry and Kouroussa in French Guinea, and Kotonou and Paoignan in Dahomey.

The Belgians have connected Matadi and Leopoldville with a 2 ft. 6 in. gauge line, and are proceeding with extensions.

FUTURE DEVELOPMENT BY RAILWAYS.

With regard to the future development of West Africa by railway construction, the field is a very large one. The immense area of Western Africa would not be adequately served by one hundred times the length of railway at present constructed. All railways, however, in West Africa, with few exceptions, must at present be developmental, and must be constructed without immediate prospect of a return upon the cost of construction, since it will take time to educate the natives and develop trade to such an extent as to return interest on the capital expended.

Under these circumstances private enterprise cannot be expected to assist in constructing railways, and the duty devolves upon the Governments of the Colonies to proceed with construction as and when they see their way to do so, care being taken that each advance made shall be part of a well-considered general scheme, and that no one Colony shall be tempted by temporary exigencies to construct a line that cannot be hereafter absorbed into the general system.

Uniformity of gauge is the most elementary condition to be fulfilled, at any rate where there is a possibility of future connections, and the principle of standardisation of works of art and rolling stock within certain types should be judiciously applied.

Such carefully considered construction can be proceeded with as the resources of the Colonies permit; but when the Colonies are unable to undertake further responsibilities, the question arises as to whether the Imperial Government should not assist the Colonies by grants of money for the construction of the most urgent railways.

At the present time circumstances are perhaps unfavourable for such action, but in due time no doubt the public at home may realise the value of these West African Colonies, and be ready to subscribe to loans guaranteed by the revenues of the Colonies, or to concur in a substantial grant for developmental railways.

France has been already able to do this, and has granted a sum of 65,000,000 fr. (£2,600,000) for the completion of the Senegal line, the continuation of the Guinea and Dahomey lines, and the commencement of the Ivory Coast Railway.

The French schemes for railways in West Africa—now in process of conversion, partially at any rate, into accomplished facts—entirely dwarf the British constructed railways.

France is now pushing forward no less than four lines of railway with increased speed, while the British railways are drawing near completion. For instance, the Dahomey railway is being vigorously pushed forward by the French, while the adjoining Lagos railway has remained stationary for the last three years.

At the moment it is important that the Sierra Leone Railway should serve to increase the trade of the Colony, but in this the co-operation of enterprising merchants is required; and that the Gold Coast Railway should assist the gold mines to become dividend-payers, and in this the assistance is required of the capitalist who eagerly subscribed money during a premature gold boom, but now, perhaps "once bitten twice shy," fails to see the opportunity for successful investment now that the railway makes mining possible. The Colony of Lagos requires the assistance of the Imperial Government to push its railway northwards to Zaria and Kano, making a trunk line of railway in a fairly central position in the Lagos-Nigeria territory, establishing military control of the whole area and developing its trade, piercing further inland than any of the French West African projects, and preventing the absorption of the trade of Nigeria by the French Colonies.

Possibly the early adoption of some half-measure, such as Sir Frederick Lugard's proposal of a line from Baro on the navigable Niger to Zaria and Kano, might assist the general scheme, but every advantage should be taken of the time elapsing before money for any such scheme becomes available to continue the study of this scheme in all its bearings, so that when construction is commenced it may be upon such a route, of such a gauge, and of such a type as may be found to be most suitable in the interests of the Protectorate.

The lantern slides shown during the evening are from the Author's photographs, supplemented by private photographs kindly lent by Messrs. H. Adcock, T. J. Alldridge, G. H. Fleming and T. G. Maidment, and by an unique set of views of Cotton Cultivation in the Sierra Leone Protectorate, by Mr. L. C. Boyle, and by views of the Lagos Railway, specially taken by Mr. F. Bedford Glasier, the General Manager.

APPENDIX

LAGOS GOVERNMENT RAILWAY.

Changes in the Position of Chief Resident Engineer.

Individual	Date		Reason for Leaving Office
	Taking Office	Leaving Office	
No. 1 .	Nov. 17, 1895	July 7, 1896	Resigned on account of ill-health
No. 2 .	July 7, 1895	Sept. 21, 1896	Acting appointment only, relieved by new Chief
No. 3 .	Sept. 21, 1896	May 23, 1897	On leave
No. 2 .	May 23, 1897	July 29, 1897	Invalided
No. 4 .	July 29, 1897	Sept. 23, 1897	Died
No. 3 .	Sept. 23, 1897	May 22, 1898	Invalided at home
No. 5 .	May 22, 1898	June 24, 1898	Died
No. 6 .	June 24, 1898	Aug. 7, 1898	On leave
No. 7 .	Aug. 7, 1898	May 16, 1899	On leave
No. 6 .	May 16, 1899	Nov. 7, 1899	On leave
No. 7 .	Nov. 7, 1899	Feb. 8, 1900	Died
No. 8 .	Feb. 8, 1900	May 7, 1900	On leave
No. 6 .	May 7, 1900	Mar. 12, 1901	Transferred to Gold Coast
No. 9 .	Mar. 12, 1901	July 5, 1901	On leave
No. 10 .	July 5, 1901	Nov. 4, 1901	On leave
No. 11 .	Nov. 4, 1901	Jan. 31, 1902	Line handed over to the Open Lines Department

Changes in the Position of Chief Accountant.

Individual	Date		Reason for Leaving Office
	Taking Office	Leaving Office	
No. 1 .	Jan. 1, 1896	Mar. 30, 1896	Died
No. 2 .	April 4, 1896	Mar. 18, 1897	On leave
No. 3 .	Mar. 18, 1897	Aug. 27, 1897	Acting appointment only, relieved by new Chief
No. 2 .	Aug. 27, 1897	Nov. 2, 1897	Died
No. 4 .	Nov. 2, 1897	Mar. 31, 1901	Transferred to Open Lines
No. 3 .	Mar. 31, 1901	June 5, 1901	Transferred to Gold Coast
No. 5 .	June 5, 1901	Jan. 31, 1902	Construction Dept. closed

Changes in the Position of Chief Storekeeper.

No. 1 .	Sept. 23, 1896	May 23, 1897	On leave
No. 2 .	May 23, 1897	Sept. 23, 1897	Acting appointment only, relieved by new Chief
No. 1 .	Sept. 23, 1897	Dec. 17, 1897	Invalided
No. 3 .	Dec. 17, 1897	May 22, 1898	On leave
No. 4 .	May 22, 1898	Oct. 3, 1898	On leave
No. 3 .	Oct. 3, 1898	May 31, 1899	Dismissed
No. 4 .	May 31, 1899	Aug. 20, 1899	On leave
No. 5 .	Aug. 20, 1899	Feb. 22, 1900	Died
No. 6 .	Feb. 22, 1900	April 22, 1900	Acting appointment only, relieved by new Chief
No. 4 .	April 22, 1900	Jan. 1, 1901	Transferred to Gold Coast
No. 7 .	Jan. 1, 1901	Feb. 1, 1901	On leave
No. 8 .	Feb. 1, 1901	May 18, 1901	Acting appointment only, relieved by new Chief
No. 6 .	May 18, 1901	Oct. 14, 1901	Transferred to Open Lines

SIERRA LEONE GOVERNMENT RAILWAY.

Changes in the Position of Chief Resident Engineer.

No. 1 .	Nov. 16, 1895	July 7, 1896	On leave
No. 2 .	July 7, 1896	Nov. 7, 1896	Acting appointment only, relieved by Chief
No. 1 .	Nov. 7, 1896	July 23, 1897	On leave
No. 3 .	July 23, 1897	Nov. 26, 1897	Acting appointment only, relieved by Chief
No. 1 .	Nov. 26, 1897	Sept. 25, 1898	On leave
No. 3 .	Sept. 25, 1898	Mar. 5, 1899	Acting appointment only, relieved by Chief
No. 1 .	Mar. 5, 1899	Mar. 3, 1900	Transferred to Gold Coast
No. 3 .	Mar. 3, 1900	July 21, 1900	On leave
No. 4 .	July 21, 1900	Jan. 21, 1901	On leave
No. 5 .	Jan. 21, 1901	Feb. 19, 1901	Acting appointment only, relieved by new Chief
No. 3 .	Feb. 19, 1901	May 9, 1901	Invalided
No. 6 .	May 9, 1901	Sept. 26, 1901	Acting appointment only, relieved by new Chief

Changes in the Position of Chief Resident Engineer.—cont.

Individual	Date		Reason for Leaving Office
	Taking Office	Leaving Office	
No. 2 .	Sept. 26, 1901	May 26, 1902	On leave
No. 6 .	May 26, 1902	Oct. 2, 1902	Acting appointment only, relieved by Chief
No. 2 .	Oct. 2, 1902	May, 1903	On leave
No. 6 .	May, 1903	Oct., 1903	Acting appointment only, relieved by Chief
No. 2 .	Oct., 1903		Still in Colony

GOLD COAST GOVERNMENT RAILWAY.

Changes in the Position of Chief Resident Engineer.

No. 1 .	Feb. 9, 1898	May 24, 1898	Special leave to attend conference <i>re route</i>
No. 2 .	May 24, 1898	Aug. 26, 1898	Acting appointment only, relieved by Chief
No. 1 .	Aug. 26, 1898	May 18, 1899	On leave
No. 2 .	May 18, 1899	Oct. 6, 1899	Acting appointment only, relieved by Chief
No. 1 .	Oct. 6, 1899	June 5, 1900	Resigned
No. 3 .	June 5, 1900	Nov. 17, 1900	Acting appointment only, relieved by new Chief
No. 4 .	Nov. 17, 1900	July 15, 1901	Resigned
No. 3 .	July 15, 1901	Sept. 6, 1901	Acting appointment only, relieved by new Chief
No. 5 .	Sept. 6, 1901	May 8, 1902	On leave
No. 6 .	May 8, 1902	Sept. 22, 1902	Acting appointment only, relieved by Chief
No. 5 .	Sept. 22, 1902	July, 1903	On leave
No. 6 .	July, 1903	Oct., 1903	Acting appointment only, relieved by Chief
No. 5 .	Oct., 1903	Mar., 1904	Line handed over to Open Lines Department

DISCUSSION.

The CHAIRMAN (His Grace the Duke of Marlborough, K.G.): I feel sure you will allow me to express on your behalf the great interest and pleasure Mr. Shelford has afforded us, both by his lecture and by the admirable illustrations he has put upon the screen. Our minds have been so much occupied with South Africa and the great problems involved in that part of the world that for the moment, perhaps, our attention has been diverted from the importance of our West African possessions. I believe, a belief

which is rather the result of conversation with those who are acquainted with West Africa, that the possibilities of our protectorates there, and of developing them in the future, are enormous, and that we may look forward to an increasing trade between them and the Mother Country, a trade which will be most profitable to ourselves and advantageous to the inhabitants of those territories. Mr. Shelford pointed out in the early part of his lecture that the fact of these railways having been built will help us to get troops more swiftly into the districts traversed, and so enable us to put down any risings which might occur. Well, they could, no doubt, be employed for that purpose, but I think they have an even more valuable purpose to serve. For the mere fact of our having constructed these railways ensures, to a certain extent, the civilisation of the natives themselves, who will be brought into closer contact with the representatives of this country, and from their relations with Englishmen whom they meet will gain confidence in our rule and learn to recognise the justice and proper treatment which we mete out to those under us. I think these influences, of themselves, will be a far greater security than in future we shall have no rising or other difficulties in connection with the natives than the mere fact that we are able to get our troops about more expeditiously. It is curious to think, after looking at the slides showing the admirable work that has been done in West Africa, that ten years ago not ten yards of railway had been laid. The whole of this construction has been carried out during the last ten years, and I think I am right in saying that an average of about fifty miles of railway has been laid every year since then—that is to say, about five hundred miles in all. Thus we have been able to construct a railway, say, from here as far as Oxford every year during the last ten years. I certainly think that reflects some credit on the energy and enterprise of the late Secretary of State for the Colonies and of those associated with him during the years he was at the Colonial Office. On this point I will say further that I have no doubt that, although the inspiration and the initiative came from him, it would have been impossible to make these railways so successfully had it not been for the hearty co-operation and the skill and science of those great firms on whose technical knowledge we are, to so large an extent, obliged to rely. Mr. Shelford touched on the cost of these railways. I dare say some of you may think that they cost a considerable amount of money. I am not really qualified to express an opinion on that point; but I was very much interested in the admirable analysis Mr. Shelford gave, not

only of the cost of these railways as compared with those of other countries, but also of the comparative rate of construction. I think we may fairly claim that we have not been behind other countries in the rate of construction, and that our own railways have not exceeded in cost those of our colonial competitors. The average rate of construction per month is, I think, a very fair average, considering the enormous difficulties that have to be encountered, the great jungles which have to be cut through, and the primitive methods which have to be employed to overcome various engineering difficulties. We have heard much about the Uganda Railway, and there are those who consider that its construction was very expensive, but the Congo Railway (which, I presume, was built by the King of the Belgians and has a narrower gauge) cost over £10,000 a mile, whereas the Uganda Railway cost about £9,500 a mile. I think, then, we may claim that the cost of our railways, although no doubt considerable, is certainly less than the cost to other countries who are trying to carry out the same pioneer work as ourselves. Mr. Shelford touched upon the importance of Nigeria and the possibilities of railway construction in that territory. Speaking not only for myself, but for those with whom I am connected, from the Secretary of State downwards at the Colonial Office, I am sure we all hope that in the future that work of railway construction which has been so successful in West Africa may be continued in a yet greater extension in Lagos, Southern Nigeria, and Northern Nigeria. It is obvious, of course, that in these matters we cannot move very swiftly. I confess, when I ponder over them, I feel that the life of a man should be at least 100 years, and that in the short space of time Under Secretaries are allowed and permitted to remain in different Government departments we cannot hope to see carried out all those great schemes which we are so anxious to see completed in the future. We must have patience, and look forward with hope that between now and some years to come sufficient funds may be forthcoming to develop a real railway system from the sea coast up into the heart and centre of Nigeria to Zaria or Kano, which will enable us to open up the country and at the same time develop the great cotton industry, which will not only be a benefit to the Colony itself but help to supply the deficiency of cotton now existing in the Lancashire market. But when these schemes will be put into practical effect it is difficult to say. I only hope that, whoever may be responsible for constructing these railways, they will bear in mind the admirable help and scientific knowledge which has been so willingly and freely given to the

Colonial Office by firms like Messrs. Shelford & Son in years gone by.

Sir WILLIAM MACGREGOR, K.C.M.G., C.B.: It is not to be expected, as you will have gathered from the lecture, that everyone will agree with Mr. Shelford in all his opinions, but we shall all agree that he has done well to bring before us in the way he has done this very interesting and important question. It is a subject on which a great deal might be said, but I shall confine my remarks to a few points which have occurred to me during the reading of the Paper. First of all as to the way we built these railways in West Africa. Mr. Shelford has put before you the various uses to which they are put. I am glad he has drawn attention to the important point that in the Colony which I have the honour to govern at the present time the railway is not required for the purpose of putting down disturbances. We have no internal war in Lagos. But if we have no war, we have a population which is very intent on agricultural and economical development. It is for that reason we require our railways and a further extension in the Colony. You will see from the map that a lagoon extends from Lagos towards the east which is navigable for small craft up to the boundary of Southern Nigeria. It extends in the other direction as far as Dahomey. That also is capable of being navigated by vessels of small draft. But for carrying trade and commerce inland we have only the railway from Lagos to Ibadan. The best land for the cultivation of cotton lies beyond the present railway. It therefore becomes for us a matter of great importance that the railway should be extended. Mr. Shelford has referred to the population of these districts. If I differ from him at all, it is that I on the whole, perhaps, entertain a higher opinion than he does of the enterprise and energy of the Yorubas. They are more energetic and enterprising than Mr. Shelford thinks, and if he had been as much among them as I have I am sure he would entertain as high an opinion of their capabilities as I do. But there is another reason for building railways in our Lagos territory. He has pointed out what our neighbours are doing—they are building railways as fast as they can. Can we afford to be behind them? I think not; for, if we are, we shall undoubtedly lose our trade and commerce. As far as I as a layman am able to judge, the railway from Lagos to Ibadan is quite sufficiently substantial to serve as a trunk line, to be extended to Kano if you like. That is a very important point. There is one question which has been much debated of late in this country; I mean the method of construction

I see no reason why that question should not be looked fairly in the face. I have a clear and decided opinion myself that the extension of our railway from Ibadan would be much better carried out under the present departmental system than under any other plan. What is the position of a consulting engineer? He has accumulated a valuable amount of experience; he has learnt how to cope with the difficulties which present themselves—difficulties due to weather, physical obstacles, and the like—and is therefore quite at home in dealing with the whole subject; but would that be the position of any contractor? Certainly not. But since these railways were undertaken there comes in another question—the sanitary question. It is clear that the engineer and the doctor ought to run in double harness, so to say, in that part of the world. In no matter is that more important than in the building of railways. I should dread the construction of railways by a contractor in Lagos. His object would be simply to build his railway irrespective of sanitary considerations at the least cost to himself, with the result that he would leave lines of great pits, and each pit would be bound to become a centre for the propagation of malarial fever. It is most essential, I think, that sanitation should be kept in view from the commencement of the building of the railway until the end. I therefore hope the departmental system will be adhered to, for in that way we shall have all the advantage of the experience already gained and avoid prejudicing our future. When our railway is completed, including not only construction but rolling-stock, approaches, &c., the Colony will have to find about £1,800,000. That is a large sum of money, and the question is, Is that quite prudent? It is to be advanced partly by the Imperial Government, and partly by the Crown Agents. As regards the latter, I wish to say this. I first became the Treasurer of a Colony in 1877, and from that time to now I have seen a good deal of the financial transactions of the Crown Agents, and I wish to say frankly and openly I have been very much struck with the excellent way in which they have always been able to obtain money to advance to any of the Crown Colonies. How it is done I have never been quite able to understand, but I am clearly of opinion that they confer on the Colonies great advantages in the way they are able to advance money to them on favourable terms. Will all this pay? At the present time the Lagos line pays working expenses and something more. It has come up to all I looked for during the first few years of its existence. If the railway is extended so as to open up the best parts of the cotton country, and so as to give

us a greater length of line, with almost the same stock as at present, I have no doubt the Lagos line will pay working expenses and also, I believe, interest on capital. If so, then I say the policy of the extension of railways is not only the right one, but one which ought to be pushed on with vigour.

Sir ALFRED JONES, K.C.M.G.: I think anyone who knows our trade and the position of things in West Africa must be more than ever convinced we are a nation of grumblers. I grumbled for more than twenty years because we could not get railways made, and I think I should have been grumbling now if we had not had Mr. Chamberlain at the Colonial Office. Now that they are constructed, there are those who grumble at the cost. I think the railways have been very well made, in the face of great difficulties, and for my own part I think, whatever the cost, Africa should have these railways in the interest of both Africa and of this country. I was very much pleased to hear the speech of Sir William MacGregor; no one has done more for Africa than he has done. I speak as President of the Liverpool Tropical School, and there is no doubt that that school and the London School have done much for the health not only of the British people there but of the natives; and on that point I would say that the British people can never do any good in Africa unless they make the position of the native prosperous. I tried to push the Government into the making of these railways. If I had the thing to do over again I do not think I could have made them better than they have been made. We never should have had these railways but for the active co-operation of the Crown Agents and Sir Montagu Ommanney. As to cotton-growing, I consider we ought to have begun this twenty years ago. Africa possesses enormous possibilities, but you cannot have cotton and you cannot have Lancashire secured in this respect unless you have some means of carrying the cotton from the interior. There is abundance of labour at 6d. a day, while in America you have to pay 4s. The best missionary you can send to Africa is "the Iron Horse," which will make the country. If the British people have not got the money they can borrow. Make the railways: don't stand still. The French are going ahead and you cannot afford to stand still. In ten years you might have cotton from Africa which would supply not only what Lancashire wants but what America wants, because the supply is cheaper from Africa than what you can get in America. I think a great deal of credit is due to Mr. Shelford. We ought to be thankful for what we have got, and try to get as much more as we can.

Capt. C. H. ELGEE : It has been a great privilege to listen to the admirable Paper we have just heard read by Mr. Shelford—the more interesting to me inasmuch as I have watched the Lagos line in its course of construction for the past five years, living amongst the workers and noting their methods of procedure. One fact with which I am sure all will be in concordance is, that for the prosperous development of such territories as we possess in West Africa railways are far and above the best expanders, civilisators, developers, and, to use photographic parlance, "fixers," that it is possible at the present moment to devise. They are better, less costly in the long run, and more permanent in every way than military expeditions with the Maxim gun. This granted, there remains the question of the expense both in money and life of the present system of railway construction. Can either be lessened ? I say most emphatically yes they can. To compare the cost of our railways with those of the French, or the cost of this line with that, is, to my mind, practically useless, for each line of construction has its own separate problems peculiar to itself and influenced to a large extent by the cost of labour and land, tunnelling and bridging. Eliminate these varying factors, and there remain the two common ones, common to all lines—viz. the cost of labour and life in their construction. If these bills could in any way be diminished, we should surely be stepping in the right direction. I hope to show you that they can. Of the urgent necessity of a continuation of our railway policy in West Africa from a national point of view there can be no doubt. But unfortunately railways cost money, and with the market upset as it was by the South African war it is not perhaps the happiest time at present to expect Imperial loans in this connection. If the war above referred to had not taken place there can be no doubt but that the Government would have been able to do far more in this direction than they have been. It is, however, no use crying over spilt milk, and these considerations of the "lack of the needful" make it the more imperative for us to cut down the expense of construction if possible. To effect this, what I propose is as follows ; and that the idea will present certain difficulties at first sight I am not vain enough to disbelieve. I would have the Colonies by themselves, with their own *personnel*, play a larger part than heretofore in the rough work of construction. The final survey of the proposed extension being completed, I would hand over to the Public Works Department of the Colony the work of preparing the rough way. The staff of this department might have to be increased for the purpose ; but in this, as in the method of

carrying out the work, the Governor of the Colony, and through him the Director of Public Works, would be given a free hand. The work in the rough, and of course minus bridges and other permanent structures, being completed, the expert staff would be called in to lay the rails and complete the line. I am convinced a great saving could be effected in this way. At present, construction staffs come out in their expensive numbers. They are new to the country and to the local conditions, and doubtless much money and health is lost before they become settled down. For the same reason—and this is my second proposition—I would have the entire medical supervision of all railway hands under the Government medical officers of the Colony. Mr. Shelford refers to West Africa as being admittedly the most unhealthy of places. I doubt if this will be repeated fifty years hence. Enormous changes are taking place in this direction now at the present time, and certainly, if I were a labourer, I would unhesitatingly prefer to work for eight months in the plains of West Africa rather than, for instance, those of India. The nature of railway work, which necessitates the upturning of so much soil, predisposes the officials engaged to ill-health, and this renders it doubly necessary that they should have at hand doctors thoroughly versed in local lore to attend them when stricken. The necessity so ably pointed out by Mr. Shelford of constructing all our lines which have any future chance of joining each other on the same system is too obviously clear to need comment. For instance, it would, in my humble opinion, appear the reverse of wise if Northern Nigeria were to construct a line upon any but the 3 ft. 6 in. gauge of Lagos, for that the two must one day join can scarcely be questioned. I must thank the Council of the Institute for permitting me to speak on such an extremely interesting and important subject.

Mr. T. J. ALLDRIDGE (District Commissioner, Sherbro) : It is somewhat difficult to realise that the magnificent views at which we have been looking represent scenes in territories which do not enjoy the highest reputation for civilisation and for salubrity. There can be no doubt that the want of overland transport has been the means of retarding civilisation and keeping back the development of the enormous natural resources which West Africa possesses. For my own part, I propose to speak only a few words on the Colony of Sierra Leone, and more particularly on the district with which I am associated, Sherbro. The transformation which has taken place in Sierra Leone since the introduction of railways by the Government is remarkable, and to persons like myself, who have

frequently in earlier days had to go over land by hammock which is now traversed by railways, the change seems incredible. It must be patent that, although there may be vast natural resources within a district, those resources are absolutely wasted unless the natives have the means of transporting their commodities down to the coast line. You will observe that the railway at present runs as far as Bo, but there is an extension which is to carry the railway to Baiima. I am able to speak with some sort of authority because I have had some thirty-three years' experience of West Africa. Now, the country that that railway is traversing at present is one of the richest in the Colony. After the railway has got to Baiima it will be necessary, I think, that it should be brought down in a southern direction to those districts which are undoubtedly amongst the richest in indigenous productiveness within that sphere of influence, the Gaura-Tunkia and Barri countries. The map you see on the walls is dotted about with palm trees. The exports from Sherbro last year of palm kernels amounted to 14,000 tons. They are got from under the fronds of the oil palms and grow in large bunches. After they are pulled down the palm oil is expressed through the outer covering of the nut. It takes four tons of palm nuts to make one of palm kernel; it follows that the 14,000 tons these natives crack represent no less than 56,000 tons of palm nuts which have to be dealt with in that way. Yet we hear people at home say that the people are a lazy set. One of the greatest object-lessons for these people has been the railway going through the country without any visible means of propulsion. It must be evident that the time is near at hand when steam or other power must be introduced into the district, and then we shall be able to set free an enormous amount of labour now wasted over the cracking of these palm nuts, and which labour will be used in some other industries, as, for instance, the growing of cotton. We want this cotton grown. I was in Lancashire a few days ago and learned the distress there was appalling. I was taken over one of the mills and was told that the week before they had worked only twelve hours. Unless we can produce cotton in our Colonies I do not know what state of things will come about in Lancashire. Sir Alfred Jones, whose name is well known to everybody, not only in Liverpool and Manchester, but in all parts of the world, sent out large quantities of seed, some of which was sent to me, and I had it planted under the supervision of an expert from the Southern States of America. We did very well, raising beautiful cotton, and there is no doubt that as soon as we can interest the people in the growing of this

cotton we shall be able to grow very large quantities. The potentialities of that part of the West Coast with which I am associated are enormous. There is no over-estimating the value of the place. There is nothing speculative about it. I will only add that when you go away to-night I hope you will give a thought to the great work which is being done by the Government of the Colonies of West Africa and do what you can to make the places prosperous. By doing that and finding work for these native people, you will be helping to uphold the dignity of the great Empire to which you and I have the privilege and honour to belong.

Mr. H. G. HUMBY (consulting engineer in London to the Natal Government) wished to correct a statement made by Mr. Shelford in the course of his remarks to the effect that the Natal railways had cost £14,000 per mile. This was absolutely incorrect. Mr. Shelford might have taken from some Blue Book the capital cost of these railways, and divided the total by the mileage. If he had done so, undoubtedly these railways would appear to have cost a large sum, which in reality they had not, the reason being that the capital expenditure included the reconstruction of some 250 or 300 miles, and various other alterations that had been effected. To compare the West Coast Railways with Natal was something like comparing the Festiniog Railway with the North-Western or the Great Northern. As an old railway engineer, he appreciated all the difficulties set forth in Mr. Shelford's Paper, and he thought great credit was due to the engineering staff for having overcome those difficulties in the way they had in so short a space of time.

The CHAIRMAN : I now move a vote of thanks to Mr. Shelford for his interesting Paper. We have listened with the greatest satisfaction to the many new and striking points in connection with railway construction about which he has told us, and we have greatly admired the numerous photographs, some of which, I have no doubt, were taken with a considerable amount of trouble. It has been to me a source of great gratification to be present this evening, and I am sure I am expressing the views and wishes of everybody present when I tender to Mr. Shelford our hearty thanks.

Mr. FRED SHELFORD : I am in the position of having laid before you some facts and figures illustrated by maps, cartoons, and lantern slides, showing the work carried on in West Africa, and in the discussion which has followed I have listened with interest to remarks from officials of high standing. I am extremely obliged to those gentlemen for the remarks they have made and the informa-

tion they have given us. The Chairman mentioned that the average amount of railway constructed during the last ten years has been at the rate of 50 miles a year. That is perfectly correct, but it covers, of course, all the halts which occurred. For various reasons it may be interesting in this respect to remark that the average speed which can usually be maintained in railway construction in West Africa is about 6 miles a month—that is, 72 miles a year. I quite agree that, to compare the cost per mile of lines in certain countries with the cost in other countries is not altogether fair, because it is necessary to consider the conditions in each case, and to compare the cost in one Colony with the cost in another, where these conditions are perhaps wholly different, is misleading. The figures seem, however, to be demanded by the public. I did not deal with the question of the method of construction in my Paper, but I may mention that in the case of the Gold Coast, when we started, we had not an exact knowledge of even the length of the line. I thought it would be 180 miles, but it proved to be 168. Nor did we know how many streams were to be crossed, or what was the character of the country. You cannot very well enter into a contract upon information of that kind. With regard to extensions, the method of construction is a matter which will, of course, be carefully gone into by the authorities concerned. Having carried out these works "departmentally," and having also had large experience of contract work, my firm has been in the position to observe one or two advantages of the departmental system of construction which I can point out. The system is that the Government itself makes the line, employing the engineering staff and purchasing the best materials. If any alteration is required, such as altering the route of the line or the position of a station, it is easily done, whereas when a contract is in force any alteration may mean a claim for "extras." Moreover, in the case of a contract, there is always the danger of the contractor, on account of unexpected difficulties, coming to the end of his resources, whereas with the departmental system this cannot occur. I have to thank Sir Alfred Jones for the help he has given from time to time. As to the Natal Railways, the figures I gave were simply the best that I could obtain, and they do not seem far wrong. The railways may have been reconstructed since the first opening; the fact remains that their present excellence entailed an expenditure of a large amount per mile. I will now ask you to give a hearty vote of thanks to the Duke of Marlborough for his kindness in presiding at this meeting.

The CHAIRMAN responded, and the proceedings terminated.

ANNUAL DINNER.

THE Annual Dinner of the Institute was held at the Whitehall Rooms, Hôtel Métropole, on Friday, April 29, 1904. The Right Hon. Alfred Lyttelton, K.C., M.P., Secretary of State for the Colonies, presided.

The following is a complete list of those present :—

R. N. Acutt, E. T. Agius, T. J. Alldridge, James Allen, M.H.R. (New Zealand), John Anderson, C.I.E., M.D., A. Argenti, H. M. Ashton, J. F. E. Barnes, C.M.G., Edward Bedford, E. R. Beilius, C.M.G., Moberly Bell, L. Bellingham, W. J. Berrill, H. F. Billinghurst, James R. Boosé, Admiral Sir Nathaniel Bowden-Smith, K.C.B., Colonel F. Spratt Bowring, R.E., Dr. E. C. Bridges, C. E. Bright, C.M.G., J. Ellis Brown, J. J. Brown, Edward W. Browne, Sir Charles Bruce, G.C.M.G., Colonel David Bruce, R.A.M.C., F.R.S., G. E. Buckle, W. Bulpitt, Sir Henry Bulwer, G.C.M.G., J. F. Burstall, A. Hamilton Burt, M.R.C.S.E., William Burton, M.L.C. (Fiji), Sir T. Fowell Buxton, Bart, G.C.M.G., John Byron, Sir Vincent Caillard, Sir Edward H. Carbutt, Bart., A. J. H. Carlill, William Chamberlain, A. H. Chambers, Cumberland Clark, Colonel Sir George S. Clarke, K.C.M.G., F.R.S., T. R. Clougher, H. J. Collins, J. G. Colmer, C.M.G., C. Kinloch Cooke, W. F. Courthope, H. Bertram Cox, C.B., Commander P. Cullen, R.N.R., C.M.G., H. Curtis-Bennett, C. Czarnikow, D. R. Dangar, F. H. Dangar, Major H. W. Dangar, J. F. W. Deacon, Sir Alfred Dent, K.C.M.G., Sir Albert de Rutzen, D. C. de Waal, E. D. Dobbie, Hon. Alfred Dobson, Colonel Algernon Durand, C.B., C.I.E., William Durran, Fred Dutton, Thomas Eastman, H. F. Eaton, F. Eckstein, F. W. Emett, A. G. England, W. Englefield, C. V. Espeut, R. W. Espeut, J. O. Fairfax, Hon. John Ferguson, M.L.C. (Queensland), Colonel J. A. Fergusson, M. I. Finucane, M.R.C.S.E., Joseph Flint, C.M.G., H. W. Foulger, James Fowler, F. Douglas Fox, Admiral the Hon. Sir Edmund R. Fremantle, G.C.B., C.M.G., T. E. Fuller, C.M.G., John Fulton, G. J. Gatland, Major F. Nelson George, H. C. W. Gibson, Sir David Gill, K.C.B., LL.D., F.R.S., A. R. Goldring, John Goodliffe, Major Sir Hamilton Goold-Adams, K.C.M.G., C.B., John Gordon, Edward A. Goulding, M.P., H. E. W. Grant, Colonel Gratton, Captain H. Green, Major-General Sir Henry Green, K.C.S.I., C.B., J. H. Greenfield, Norman W. Grieve, Hon. W. Hall-Jones, M.H.R. (New Zealand), Sir William Baillie Hamilton, K.C.M.G., C.B., T. J. Hanley, J. C. Hanson, W. Cecil Harris, Lewis Haslam, R. E. Haslam, Sir James Hay, K.C.M.G., Colonel Sir James Hayes-Sadler, K.C.M.G., J. A. Leo Henderson, Ph.D., J. C. A. Henderson, W. Hiddingh, Alfred P. Hillier, M.D., Wilfred Hobson, Alfred Holland, Bernard H. Holland, J. G. Duncan Hughes, Hon. W. H. Irvine, M.L.A. (Victoria), E. C. Jamieson, Sir John J. Jenkins, Right Hon. the Earl of Jersey, G.C.B., G.C.M.G., W. T. Jones, W. G. Lardner, Robertson Lawson, Henry Ledger, Hon. H. Bruce Lefroy, C.M.G., Sir Bradford Leslie, K.C.I.E., Leonard Line, Robert Littlejohn, F. Graham Lloyd, C. P. Lucas, C.B., Colonel Sir Henry McCallum, K.C.M.G., A.D.C., A. J. McConnell, A. T. Macer, Sir William MacGregor, K.C.M.G., C.B., Sir George S. Mackenzie, K.C.M.G., C.B., Sinclair MacLeay, Colonel Frank Makin, His Grace the Duke of Marl-

borough, K.G., Alfred Mattei, LL.D., Darcy Mennell, W. R. Mewburn, R. C. Michell, Allister M. Miller, Sir Alfred Moloney, K.C.M.G., Captain R. H. Croft Montague, E. R. P. Moon, M.P., Sir Ralph Moor, K.C.M.G., A. Moor-Radford, S. Vaughan Morgan, Alfred Mosely, C.M.G., G. J. S. Mosenthal, Dr. Thomas H. Moyes, Colin A. Murray, I.S.O., David Murray, Major Sir Matthew Nathan, K.C.M.G., Sir E. Montague Nelson, K.C.M.G., R. C. Nesbitt, R. Nivison, Field-Marshal Sir Henry W. Norman, G.C.B., G.C.M.G., C.I.E., D. Obeyesekere, J. Oelsner, W. D. Oelsner, J. S. O'Halloran, C.M.G. (Secretary), C. H. Ommanney, C.M.G., Sir Montagu F. Ommanney, K.C.B., K.C.M.G., I.S.O., A. Willoughby Osborne, Major F. W. Osborne, Colonel Sir J. Roper Parkington, Sir Walter Peace, K.C.M.G., T. Preston, J. M. Prillevitz, Rt. Rev. the Lord Bishop of Quebec, J. B. Readman, D.Sc., M. D. Reece, H. K. Reeves, Hugh W. Reeves, Hon. Robert Reid (Victoria), Robert Reid, jun., George B. Rennie, John Rennie, E. Richards, W. M. Richardson, Rt. Hon. Sir J. West Ridgeway, G.C.M.G., K.C.B., K.C.S.I., Gilbert Robins, Major-General C. W. Robinson, C.B., John Robinson, W. V. Robinson, C.M.G., C. D. Rose, M.P., W. A. Ross, C. Rous-Marten, C. Rube, L. Rueff, W. G. Rumbold, J. S. Risien Russell, M.D., F.R.C.P., J. Sadler, E. Lucas Salier, E. Salmon, A. W. Sandford, Walter Scott, Walter Sharpe, S. W. Shaw, Frederic Shelford, C. Short, Sir Cecil Clementi Smith, G.C.M.G., Gustav Sonn, A. E. Steinthal, M. H. Stephen, Noel C. Stephen, Rear-Admiral Hector Stewart, Sir Charles Stirling, Bart., M. H. Foquet Sutton, C. Tambaci, V. B. Taylor, W. P. Taylor, P. Tennyson-Cole, D. E. Theomin, Hon. Sir Horace Tozer, K.C.M.G., Hon. Sir Charles Tupper, Bart., G.C.M.G., C.B., W. C. Tyndale, H. Viles, L. Wagner, Frank Walker, Murray Walker, W. J. Walker, E. A. Wallace, Wm. Wallace, C.M.G., E. W. Wallington, C.M.G., F. J. Waring, C.M.G., S. J. Waring, jun., C. A. Whitaker, F. White, J. Lowry Whittle, H. E. Wilkin, Captain John Wilson, Sir Frederick Young, K.C.M.G., Colonel J. S. Young.

The guests were received by the Right Hon. Alfred Lyttelton, K.C., M.P., and the following Vice-Presidents and Councillors :--

Vice-Presidents : The Earl of Jersey, G.C.B., G.C.M.G., Sir Henry E. G. Bulwer, G.C.M.G., Field-Marshal Sir Henry W. Norman, G.C.B., G.C.M.G., C.I.E., Sir Cecil Clementi Smith, G.C.M.G., Sir Frederick Young, K.C.M.G.
Councillors : Admiral Sir Nathaniel Bowden-Smith, K.C.B., F. H. Dangar, Esq., Frederick Dutton, Esq., T. E. Fuller, Esq., C.M.G., Major-General Sir Henry Green, K.C.S.I., C.B., Alfred P. Hillier, Esq., B.A., M.D., Hon. Henry B. Lefroy, C.M.G., Sir George S. Mackenzie, K.C.M.G., C.B., S. Vaughan Morgan, Esq., Sir E. Montague Nelson, K.C.M.G., Sir Montagu F. Ommanney, K.C.B., K.C.M.G., I.S.O., the Rt. Hon. Sir J. West Ridgeway, G.C.M.G., K.C.B., K.C.S.I., Major-General C. W. Robinson, Sir Charles E. F. Stirling, Bart.

The hall was decorated with the flags of the various parts of the Empire, and that of the Institute, bearing the motto, "The King and United Empire."

The Right Rev. the Lord Bishop of Quebec said grace.

The CHAIRMAN : All of us are aware that in the last few weeks a convention has been arranged between this country and France, a convention which I venture to think will mark a great epoch in the history of this century. It has been achieved, unlike most conventions having far-reaching results, not after a war, but in a time of profound peace. That great achievement and the spirit of

the two countries which has enabled it to be brought about is very largely due to the efforts of His Majesty the King, whose relations with our gallant neighbours have throughout his life been of the most cordial and friendly description, reflecting in that, as in many other matters, a kind and generous heart. I give you "His Majesty the King."

Major Sir HAMILTON GOOLD-ADAMS, K.C.M.G., C.B. (Lieut. Governor of the Orange River Colony): I have the honour to propose "Her Majesty Queen Alexandra, their Royal Highnesses the Prince and Princess of Wales, and the other members of the Royal family." The toast is one which is peculiarly applicable at a gathering of this description. Those present here are especially associated with the Colonies. We are very desirous that we should be brought closer to one another—federated if possible, and as speedily as possible. Yet we cannot overlook the fact that we have at the present moment two links which already join us together. One is the link of sympathy and sentiment, which is impossible for mere words to describe, but which was exemplified so admirably and grandly during recent years. The other is the link of allegiance which we all owe to our Sovereign and the Royal family. It is perhaps unnecessary for me to say that we Colonists (I call myself a Colonist, having lived the greater part of my life in the Colonies) have as great a love for our Queen as those who live in the Motherland, who have fortunately for themselves had so many more opportunities of coming in personal contact with her and the Royal family. The visit of the Prince and Princess of Wales to various parts of the Empire, which was undertaken at great trouble and inconvenience to themselves, did incalculable good. We only trust that these visits may not only be repeated, but perhaps extended in the near future. There are persons present who know personally, as well as I do, the deep interest the Prince of Wales, who is President of this Institute, takes in our Colonies, and I am certain that that interest must bear good fruit in the future. We know how the members of the Royal family devote themselves largely to works of charity, but we also know that there are other members of the Royal family who, when they are in a position to do so, are ready and prepared to fight the battles of the Empire, together with her sons from other portions. If it were necessary I could refer in this connection to the illustrious personage whose death we have so recently mourned, I mean H.R.H. the Duke of Cambridge, who by his devotion to the country and his good qualities and great virtues endeared himself to all. I stand here this evening as

representing one of our newest Colonies, and I desire to take this opportunity of stating that I feel perfectly sure that the vast majority of people, not only of the Orange River Colony, but of the Transvaal, are loyal to the Crown. There are, however, a certain number who may not be so, but, with fairness and justice, I think they also in time will follow the example and be as loyal as the others. I must at the same time say there is a certain section of the British public who do not treat us fairly in these Colonies. We are the servants of the King, we do our best to attain the desired object, and we are working as far as we can to make these people loyal to us. But we are not absolutely trusted, apparently, by some people, and I say that we who serve out there ought to be trusted as honourable men to do all that we can for our King and country.

The Hon. ROBERT REID (Victoria) : I think it quite fitting that the next toast on the list should be that committed to my care, "The Imperial Forces," for in this connection we must realise that the grandeur and greatness of this vast Empire have been advanced and promoted by the distinguished services of a noble line of heroes throughout the past history of our land. When we think of the magnificent ironclads that steam across the ocean to-day, and look back a hundred years or more to the grand men who went about under the British flag, and conquered pretty well everywhere ; when we think, too, of men like Captain Cook, with his celebrated little vessel, we cannot but be thankful to believe that the same spirit continues to exist—that the spirit of intrepid courage, the spirit of daring, adventure, and determination are so deep rooted in the British character. All other empires that have lived and passed away were built upon different lines from ours. Ancient Rome had to send Imperial officers to plan fortresses, and had to keep legions of soldiers in order to maintain her position and prestige. But in these latter days of the free England we see, especially in the self-governing Colonies, a different state of things altogether. We see the abounding loyalty, the devotion and the sympathy of all those different peoples who speak our language. It would almost seem as if the further off they are the more loyal they are. At the same time, in speaking to this toast, I gladly acknowledge how much we owe to the Imperial forces. Did you ever meet a British naval officer who was not a thorough gentleman ? Is it not a distinguishing feature of the men who command the forces of the Empire, that they are endued with the spirit, the generous and intrepid courage, and the character which go to make a man ? The

days have been in our past history when we planted flags in different parts of the world—an island here and an island there. In fact, there is very little now left to put flags upon that is worth having. These Imperial forces of ours are the great strengthening power of the Empire. Not that we need them to keep us in order, because you leave us free. At the same time they are the sheet anchor which keeps this Empire together. As far as the future of our Empire is concerned, I have not the doubts and fears that seem to prevail even in this great city, because returning after an absence of nearly five or six years I am struck with the evidences of increasing wealth and progress which abound on every hand. It is the business of the Imperial forces to stand guard and to maintain a free passage for all your marvellous commerce, as it passes to and fro from one end of the world to the other, passes with greater freedom than that of any empire ever constituted. It must go across the seas, hence these forces are the sheet anchor of our existence.

Admiral Sir NATHANIEL BOWDEN-SMITH, K.C.B.: It gives me great pleasure to respond on behalf of the Navy, this toast having been proposed by a distinguished Australian. On the Australian station all naval officers, and I may say the men also, are treated with the greatest kindness and consideration. In alluding to past naval heroes I was glad to hear the Hon. Robert Reid refer to that great navigator Capt. Cook. I don't think he is as well known in England and in our schools as he ought to be, but the Australians have not forgotten him, and anyone visiting Sydney may notice in a conspicuous position a statue to England's greatest navigator and explorer. At present as regards naval matters our attention is turned to the Far East. We see two nations engaged in war, each of them possessing vessels of every type except the submarine boat. It is to be noticed that whereas the Japanese have made several night attacks on Port Arthur, sometimes in bad weather, and inflicted so much damage on the Russians, they have not up to the present moment, so far as I am aware, lost a single vessel through careless navigation, or through collision, or from the premature explosion of mines. They have been particularly happy in the way they have used their destroyers, for in spite of the fragile nature of these vessels and that the Japanese only possessed twenty-four of these boats at the commencement of the war, they are constantly *en évidence*. It is reported that the Russian Baltic fleet is going to reinforce their squadron in the Far East. It will be interesting to note how they get there without coaling stations, and, when they do arrive, how they can carry on operations without a base that

is not to a certain extent dominated by the Japanese. The unfortunate loss of that magnificent ship the *Petropavlovsk* must make us all consider again whether it would not be advisable to have somewhat smaller vessels instead of putting so much money into one large ship. With regard to our own navy, the most important question is that of a sufficient reserve. Our officers and men afloat are doing their best to keep the service efficient, and I believe there never was a time when they were all more keen about their work.

Col. Sir HENRY E. McCALLUM, R.E., K.C.M.G. (Governor of Natal) : The toast of the Imperial Forces, at once complimentary and patriotic, is always well received in every portion of His Majesty's Empire, and nowhere more so than in this room on the occasion of the Annual Banquet of the Royal Colonial Institute. On behalf of the service I represent I thank you most cordially for the way you have once more received the toast. It would seem that by entrusting it to a distinguished Australian statesman and the response to an admiral who commanded on that station, and also to a Governor of a responsible government in South Africa, the Council wish to call attention to a fundamental function of the Institute, namely, that every endeavour should be made to develop and foster the Imperial spirit in every portion of the Empire. This spirit was practically exemplified a short time ago, much to the surprise of the world, not only because it was unexpected, but also because it was so effectual. It has occurred to me, and no doubt to many present, that an opportunity was lost at the end of that war of taking advantage of the manifestation of this spirit, and of inviting the Colonies to amalgamate with the forces of the Mother Country in order to make one national army under responsible representative authority, instead of existing, as they now do, in independent units. I believe there was some approach made by New Zealand, but as far as I am aware nothing came of it. Is it too late to bring this about? I trust not. I believe not. What we all know is that the Army Corps is no longer a corps. It is a corpse. Is it then beyond the powers of our statesmen, both at home and in the Colonies, to devise measures and to lay down conditions acceptable and advantageous to all, by which the new field armies may contain a quota of trained Colonial soldiers? I particularly emphasise the word "trained." I am not one of those who are prepared to draw the conclusion from the late war that a mob, hastily armed, equipped, and organised, and unused to discipline, can take the place of trained soldiers. Those who hold such a theory are, I believe, under a mistake. Discipline and military

spirit and military training generally are more important to-day for success in battle than ever before. I am Governor of a Colony generally known as "plucky little Natal." I am proud to say the people of the Colony have taken the lessons of the late war to heart, and that *primum in imperio* they have set an example to the rest of the Empire, in that they have introduced a system of compulsory manhood military service; and although they have still much to do before they can stand alone, they are putting their backs thoroughly into it. For example, from the papers arriving by the last mail I find that 20 per cent. of the adult male population were actually then in camps of exercise, and one regiment—volunteers, mind you—the Durban Light Infantry, 644 strong on paper, went into camp 648 strong. I may be in a minority at the present moment, but I believe some system of that sort will have to be introduced in these islands. The course of events, the class of recruits you get, in spite of the "nimble" extra sixpence and the new elegant headgear, compared with the sort of recruits you want, the condition of the labour market, and many questions of that sort are all combining to that end, and I believe it will yet before long have to command the attention of our governing authorities. However, this is a big subject, and I conclude by thanking you once more for the way you have received this toast.

The CHAIRMAN : I have now the privilege—if I had the qualities generally ascribed to Irishmen I should add the pleasure—of proposing the toast of the evening. In order to make me less unfitted than I might have been for the undertaking, your Secretary has been kind enough to supply me with some papers devoted to recording the objects and the achievements of this great Institute. I see that among the objects as tabulated is, "The formation of a museum for the collection and exhibition of Colonial and Indian products"; and a momentary doubt, I am bound to say, occurred to me whether this object was sufficient to cover the annual dinner of Colonial Governors and Secretaries of State. But I had a consultation with your Treasurer and my friend Sir Montagu Ommanney, who, dealing with these topics with the robustness of mind generated by early practice on courts-martial, entirely reassured me on that point. These papers also disclosed to me that this toast was proposed in the year 1897 by the Colonial Secretary—a designation which for many years to come Britons will only identify with Mr. Chamberlain. On the same occasion a speech was made by Sir Alfred Milner as he then was, who, happily, is in office still, and who for over seven droughty

years has exhibited, to the admiration of all his countrymen, a combination of sympathy, courage, and intellectual power. The association of those two eminent and distinguished men summons to my mind a vision of what we may all, I trust, live to see—a permanent union of the British and Dutch races under the British flag in South Africa. It is true that in an age when all things are exaggerated, and in which most men are in a great hurry, cries of impatience are heard from all sides because the Government of Pretoria does not reflect in all respects the regularity—or should I say the irregularity?—of the Government at Westminster. There seems to be an expectation that within a few months of the termination of a great war all things should be regular and ordered as if in a time of long and profound peace. But that we cannot legitimately expect. An immense deal has been done in South Africa ; much more will be done ; but in the meantime we surely may let hope stimulate patience, because no man who has studied the histories of the British and the Dutch races can but feel that there are many and great affinities between the two races. The best Englishmen and the best Dutchmen are truly attached to law and to government, as is only natural in the countrymen of Mansfield and Somers, of Grotius and of Puffendorf. Most Englishmen and most Dutchmen are fond of sea adventure, as befits the descendants of Nelson and Drake, of Van Tromp and De Ruyter ; and we may surely, without trespassing upon national vanity, give our cordial admiration to statesmen like De Witt—which reminds one of De Wet, William the Silent, and William III. of England. We may also remember with satisfaction that New York was once New Amsterdam, and that the illustrious President of the United States bears a name which unmistakably refers us to the virile tenacity of the Dutch race in combination with the spirit and generosity of the Briton. It is not altogether unnatural that my mind should be led towards South Africa, for I have had, since my brief term of office, more than enough to do with it ; and I confess I am not wholly inconsolable that the public eye is bent somewhat more intermittently upon the other great States of the Empire. More than almost any department the Colonial Office suffers from the invasions of the ill-informed. I recollect the late Lord Bowen once said to me :—"A man of talent is a man who makes his mind up aright when he has all the facts of the problem before him, but a man of genius is a man who makes up his mind generally aright when he has only some of the facts of the problem before him ;" and a very trifling

inversion of that pregnant aphorism enables men to persuade themselves that absence of knowledge is a condition precedent to the operations of genius. If this is indeed the true measure of genius, then public genius is marvellously unhampered and unfettered in Colonial affairs." But the fact, and I must be serious, is wholly otherwise, and in no field of enterprise or administration is knowledge more valuable than in dealing with the affairs of the Colonies of the Empire. Knowledge at all times is valuable, but tact and a nice judgment are above all things important in dealing with great States so diverse in quality and character, and who have very naturally in their relations with the Mother Country all the sensitiveness of blood relations. Now, to attain to and to spread a knowledge, a true knowledge, of the conditions of the Empire, is the purpose and supreme merit of the Colonial Institute. It has the opportunity by its constitution of spreading this knowledge far and wide. It is constantly recruited by men of wide and rich experience. Since October, when I unworthily took over my present office, there have returned to this country Sir West Ridgeway, Sir Charles Bruce, and Sir Frank Swettenham, three veritable Magi or wise men from the East. I confess I was somewhat alarmed at the observations which might possibly be made at the strange coincidence of their departure with my arrival, but I may say in language which I am sure will be intelligible at any rate to those Australians among the audience that none of these gentlemen were "run out," or even "retired hurt," but they closed their innings owing to the very fact of its length, and its victorious success. Since October, we have had the advantage of having settled—not, I admit frankly, without some friction—the great and thorny question of the Alaskan boundary; and more recently, without a dissentient voice, so far as I can at present judge, we have arrived at a great settlement with our gallant neighbours, the French. May I, as one who had personal knowledge of Newfoundland, congratulate that Colony upon once more being mistress of her own territories, and upon having been relieved of the strain and stress of a situation which nothing but the address and tact of successive Colonial governors and of successive commodores of the English and French fleets would have prevented rising into a formidable and dangerous flame? I trust that these two great settlements may contribute largely to the ability of the Colonies of the Empire peaceably to develop their own affairs. An instance of development upon thoroughly sound lines was discussed only two nights ago in the House of Commons, when, I am glad to say, the Colonial Office, which is generally abused, was universally eulogised

by men of all parties for that which they have been able to do in connection with the great industry of cotton-growing in West Africa and in other portions of the Empire. A study of this cotton question—the thread of Empire, as it has been called—may help us, if we embark on it, to a more vivid understanding of the variety of the climates, of the soils, of the populations, and of the manner in which diverse parts of the Empire may by their products supplement the deficiencies of others. In one portion of the Empire—in some parts of South Africa—the development which we had all hoped would soon occur has been checked by the labour difficulty. You would not expect me to discuss so controversial a question on this occasion ; but I may remind you that, at this present moment, there are a million and a quarter of Chinese living and working under the flag of the King, owning property of the value of about £4,000,000, amassed chiefly within the King's dominions and under the security of his peace. No problem of the future is more worthy of the serious consideration of those who, like the audience I address, study the conditions and the varying circumstances of the Empire than that of how to reconcile two great opposing forces of the present day. Conceive anyone taking a bird's-eye view of our planet. He would see great tracts of land sparsely populated, but equally fertile with those which were thickly populated. One of the world forces which must be reckoned with is the desire of those who live within the congested areas to break out of them and to filtrate into the vacant spaces of the earth. On the other hand, there is a racial sentiment which I, for one, would be the last to decry, and which is represented by the members of those great democratic countries who say, "We have, it is true, possessions of land which are largely vacant, but we absolutely decline to admit as competitors within them those of a lower civilisation and a lower industrial standard." I do not think that many of us will live to see a thorough reconciliation of those two great opposing forces, but I feel a certain doubt as to whether we do right not to sincerely and courageously face it. There is, to my mind, a certain hollowness, a certain spirit of formula, in speaking of the unity and the homogeneity of the Empire when the people of one portion of it—and I do not say for a moment that they are wrong—refuse free wayleave to other subjects of the King to move freely within their midst. I am not sure we do right not to face and grapple with the problem, and put it, at any rate in thought, on a definite, sincere, and rational basis. I apologise for introducing a subject of such vast complexity, but for my part I do not think problems grow

easier if they are met merely by perorations. When I regard an Institute such as this, hearing from its members in all parts of the world, and having at first hand from their unique and incomparable experience the actual bed rock facts which exist within the Empire, I feel I should have done almost wrong if I had not submitted to the examination and to the analysis of so expert a body a problem which will, I believe, be one of the greatest confronting English statesmen. To them I commit the investigation which I have ventured to indicate, and in doing so let me submit, with great thankfulness for its splendid service in the past and with a great hope for its service in the future, "Prosperity to the Royal Colonial Institute."

Field-Marshal Sir HENRY W. NORMAN, G.C.B., G.C.M.G., C.I.E. : On behalf of the Royal Colonial Institute I thank you heartily for the way this toast has been received. I am sure we are all very glad indeed to see the Colonial Secretary presiding on this occasion and I am quite certain (if we had any doubt, it has been removed by what he has said) that his best wishes are given to the Institute, and that we may rely upon him, as upon his various predecessors when occasion arises to do his best to support the efforts of the Institute. It has been said before and may bear repetition that the Institute is in no sense a political body. We have always endeavoured to avoid anything approaching to allusions to party politics. What we want to do is to assist the Colonies in their proper aspirations, and endeavour to draw them into closer union than they are now with the Mother Country. We endeavour to do that by disseminating knowledge, and I do not know anything more important than that. We endeavour to draw all Colonists who may visit this country to our building, which includes, as you know, one of the best Colonial libraries of the world, and where they may meet friends, whether Colonists or otherwise, and where also from time to time papers are read which lead to very interesting and important discussions. I may say further that the Institute has on its Council and as Vice-Presidents gentlemen who have some personal acquaintance with one or more of the Colonies. We have also a very good system of corresponding members in all the Colonies and in each of the large divisions of some of them. A communication is thus kept up by which we know a good deal of the feelings and wants of the various Colonies, and I think I may say on the whole the Institute has been a great benefit to all the Colonies and to the Mother Country, and considerable progress has been made towards obtaining the objects aimed at. I am happy to

see here a large number of Colonists. Those of us who have lived in the Colonies have the happiest recollection of friends we made there, and of the life we led in those countries across the seas. It is, I am sure, the wish of all present that much progress and prosperity may attend the Colonies, and that the feeling of love and union between the Colonies and the Mother Country which already exists may, year by year, become strengthened and more binding.

Sir GEORGE SYDENHAM CLARKE, K.C.M.G., F.R.S. : The Council have conferred a very great honour upon me, but have also placed me in a position of difficulty. If they had only asked me to speak on some simple straightforward subject which everybody understands, like education or the fiscal question, my task would have been light and pleasant. But the British Empire is a thing apart, a lifelong study which one pursues with ever increasing interest, an inspiration and almost a religion. There has never been an Empire like ours, scattered all over the world, comprising many races of every shade of colour, embracing forms of government of every degree and kind, and linked together by "the inviolate sea." It has been said that in a fit of absence of mind we won that Empire. I don't think that is an accurate historical generalisation. It is true that we have never at any period of our history shown a tendency to lapse into lust of conquest or greed of mere territory. We have actually given away enough territory to furnish a very respectable Empire. During the period of our strenuous action we cannot trace much conscious purpose, but when that strenuous performance had ended it left us masters of the sea and vested with complex interests and vast responsibilities. We owe that conquest not to any set purpose, but to ingrained instincts and aptitudes which come to us naturally as an island people, and those instincts having come into play brought us into collision with older colonising powers, who went down before us. Our subsequent expansion has been due, directly or indirectly, to the wish to secure our inheritance, protect our ocean highways, and guard our fellow citizens all over the world who are peacefully occupied in developing new territories. We need no further expansion now. The twentieth century ought to see us occupied with the work of consolidation, development, and co-operation. The conception of United Empire as it represents itself to you to-night may be said to have slowly taken form during the wonderful reign of our late Queen, and in promoting that growth and the sentiment of unity the beloved personality of the Queen played a directing and ruling part.

Now, when one goes into the far-distant parts of our Empire, one is deeply impressed by the strong sentiment which attaches to the ancient throne. People everywhere realise that the King sympathises with them, feels with them, and watches over their interests, and every citizen of the Empire must understand, as the Chairman has said, that in paving the way for the honourable settlement with the great French people, His Majesty has performed an Imperial service of the first importance. The conception of United Empire therefore rests upon our love and loyalty to our King, and so long as sentiment plays a great part in the affairs of men, as it must, it will continue to be a bond of union between the peoples of this Empire. But ours is essentially a maritime Empire, which depends for its existence on the guarding of our ocean highways. Provided we can hold our heritage of the seas, the dispersion of our people is no disadvantage but rather a source of strength. It is the sea which unites us. By the great sacrifices which the Mother Country is making to maintain a Navy worthy to fulfil Imperial requirements, she is showing in the most practicable form her determination to maintain the United Empire, and I do wish the vital and supreme importance of the Navy could be brought home to every citizen under our flag. Looking to the future, I do earnestly hope there will come a time of closer union. But it must be union which leaves freedom of local action, a union which teaches us to concentrate Imperial sentiment to Imperial purposes, and a union which enables us to derive, from our vast scattered resources, a strength which we do not at present derive from them. But I am sure this must be a natural and gradual growth. It cannot be forced. It would be dangerous to attempt to force it. Meanwhile there is much for us to do. We have to promote a greater mutual knowledge among the different parts of the Empire. One is often appalled to find in London how little is known about outlying parts of our Empire. I trace that to defects in our education, which I must not speak upon to-night. We have to try and understand better the points of view of our great Colonies, who are all engaged in solving difficult problems of their own, and are naturally engrossed in the process. We at home have to make it easier for them to understand the different points of view and vast responsibilities of the Mother Country. We must lose no chance of taking them into our councils and of fostering co-operation among them and between them and the Mother Country. We have had a striking instance of co-operation, in the military sense, in South Africa ; but while Canada and Australia sent us gallant men, I doubt whether they fully realised

how much it meant to them individually what colour was painted over the map of South Africa. Patriotism means that every member of the Empire has a direct interest in the welfare of every other member; that no member can be discredited in the eyes of the world without bringing discredit on the whole, and that if need should arise every member should be prepared to make every sacrifice for the common good. That is the higher patriotism, the form of patriotism we must cultivate, and if we do so we shall fulfil Mr. Chamberlain's desire of "thinking imperially." Lest we forget the moral basis of our Empire I would say that as long as our Empire stands for truth and honour, equal justice and freedom, so long will it continue to play a leading part amongst the nations of the earth. If it loses those high ideals it will fall deservedly, irretrievably and unregretted. I now offer to you the toast of a Power which has risen to great heights, but will rise to still greater heights if it remains true to itself, the toast of the greatest potentiality for good that exists in the world, "The United Empire."

The Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.: I regard it as a high honour to be called upon to respond to this toast, but when I looked around me and saw so many distinguished men present, I almost began to doubt the discretion of the Council in this matter. You see I did not recognise myself as one of "the three wise men of the East." A little reflection, however, satisfies me that it was no mere coincidence, accident, or oversight which has caused our Chairman to delegate the duty of proposing this important toast to an officer who lately represented His Majesty in the self-governing Colonies, and to confer the privilege of responding to an officer who has lately relinquished the Government of a Crown Colony. I recognise you, sir, wished to pay a compliment to officers who had recently returned home after trying to do their duty abroad, and above all wished to do honour to the self-governing Colonies, to the Crown Colonies, and perhaps to the Empire of India itself. You, gentlemen, may ask how does India come in? Well, the Chairman knew, and the Council knew, that a great part of my career was spent in India, and to India I owe a deep debt of gratitude, for there I received my training, sitting humbly at the feet of those eminent Viceroys, Lord Northbrook, Lord Lytton, Lord Dufferin, and Lord Ripon, and other distinguished men, one of whom I rejoice to see here to-night—one who was the kind friend and benefactor of my youth, when I landed practically without a friend in India—I mean Sir Henry Norman. The selection of Sir George Clarke needs no explanation. His able and eloquent speech

has justified that selection if his antecedents had not done so. For many years he has been the able and ardent champion of the cause this Institute has so much at heart. He has since served as Governor of an Australian Colony, and he has returned to us evidently with fresh strength and vigour, like that which Antæus acquired from his life-giving contact. I might have said Hercules, for he is, as we know, one of those three bold men who have undertaken a great, some would call it an Augean, labour, but on that I express no opinion. The Crown Colonies will appreciate the compliment you have paid to them in my person. They are not unaccustomed to kindly recognition at the hands of this Institute, but they are accustomed somewhat to be overlooked by the British public. The fact is the lesser glories of the Crown Colonies are dimmed by the brilliancy of the rays shed by the self-governing Colonies, and yet in extent, revenue, population, value of trade, and the important part they take in the scheme of Imperial defence, they are no insignificant members of this Empire. Why, then, are they so often forgotten? I once asked a mild Hindoo why he lavished his alms and oblations, and worshipped at the shrine of the wicked goddess who, according to his creed, visits the world with plague, pestilence, and death. "Why," I asked, "do you not worship a more beneficent or a less mischievous deity?" That mild Hindoo stared at me with unaffected amazement, and then indignantly, almost passionately replied, "Sir, is thy servant a fool that he should do this thing? Why should he worship a god that can do him no harm, and propitiate a deity already well disposed to him?" Heaven forbid I should suggest any analogy between the sentiments of the mild Hindoo and the sentiments of "the man in the street," but still I do venture to think that, at the bottom of that feeling of indifference to which I have referred, there does lurk a grain, a mere grain perhaps of that good-natured contempt which all of us feel for the man, the mild, harmless, and inoffensive man, who cannot hit back. The self-governing Colonies occupy a much prouder position. They command not only the affection, but the respect and gratitude of the British people. It was not always so. I am old enough to remember the day when England almost spurned her Colonies, and regarded them as embarrassments to be got rid of whenever she could honourably do so. All that is changed. The scales suddenly fell off the eyes of the public, and they saw and realised how rich and magnificent was the Empire which lay before them. Then there was a great "revival." The heathen were converted wholesale. Philistines insisted on being baptized

Imperialists. Indeed, many of them were in so great a hurry that they baptized themselves, and now there are no heathen to convert and the Philistines are extinct, for where is the man who, if he is foolish enough to entertain, is bold enough to declare disbelief in the unity of the Empire and the loyalty and value of the Colonial Empire ? I cannot help contrasting the situation to-day with 1899, when I last had the privilege of speaking at one of these gatherings. War clouds were gathering on the horizon, but few of us believed that Mr. Kruger would be mad enough to challenge this Empire to mortal combat. But he did so. Had all gone smoothly, had victory and success attended our arms from the very commencement, we should have been spared much misery and loss, but the cause of the Empire would not have been greatly advanced. Disasters overtook us, but misfortunes had their proverbial use. So soon as the tocsin of danger rang, the whole Empire was aroused, and her loyal sons hastened across the seas to join in the new crusade on behalf of the Mother Country. Thus was cemented by the self-sacrifice of the Colonies and consolidated by the gratitude of the Mother Country the great Imperial policy which is now so firmly planted. This Institute has every reason to be satisfied with the good work done. Great strides have been taken lately towards the goal we all wish to attain. Some strides have been taken, sir, since your advent to office. For the Government have summoned to their help and counsels on the committee of defence, not as witnesses or experts, but as colleagues on equal terms, representatives of the self-governing Colonies, and I lately had the privilege of taking part in a meeting where leaders of Opposition attended specially in order to applaud and endorse this policy and thus ensure its continuity. And you, sir, with wise sagacity and statesmanlike foresight, and with that generosity which so characterised the happy and healing speech which you have just delivered, promptly admitted and indeed cordially welcomed the right of the self-governing Colonies to give advice and suggestions on Imperial questions, thus anticipating the day which so many of us desire to see dawn when there will be an Imperial assembly for the consideration of Imperial questions. We all of us connected with the Colonies, of whatever party politics, lamented the day when Mr. Chamberlain left the ship, when his daring but sympathetic hand ceased to steer the vessel which he had brought so close to harbour, but we soon realised that his mantle had fallen on worthy shoulders. Our chairman came to us with a high reputation as a lawyer, speaker, and statesman, but I really believe the reputation which most endeared him to the British

and Australian public was his reputation as a great cricketer. Happy omen ! Politically he has been an excellent cricketer. He has held up his wicket against all attack. Not only has his defence been admirable, but he has hit hard in all directions, scoring freely on both sides of the wicket, and I do not think he has given a single chance. Mr. Lyttelton came with a reputation as a wicket-keeper ; he has proved himself to be an excellent bowler, and I think the Opposition will allow that during last session he bowled some balls very difficult to play. This Institute has great cause for self-gratulation, for never were the prospects of its policy brighter. The sky is unclouded, and even should a bolt from the blue descend upon it, it would not materially injure the edifice which has been raised. Its foundations are too firmly planted. Should adversity overtake the Empire, it will not loosen—on the contrary, it will tighten and draw closer—the ties which unite us. For this Empire will never suffer the fate of the Tower of Babel. Danger or even disaster will not scatter and confound its loyal sons ; on the contrary, it will make them still more of one speech and of one language.

Mr. C. D. Rose, M.P. : It is my pleasant duty to propose the health of our Chairman. It is a peculiar coincidence and a pleasant one that the first time I have the honour of taking part in your gatherings—although I have been a member for many years—the chair should be occupied by one whom I have long regarded with the greatest esteem and admiration, for I am proud to be a humble member of the circle of the many friends he possesses. Mr. Lyttelton has never been deficient in courage, and in taking upon his shoulders the mantle of his illustrious predecessor he has given a further proof he has no lack of that great quality. No one who has watched his career since he took the reins of office can have failed to be struck with his grasp in dealing with intricate problems of Colonial Government. He has never turned a deaf ear to the ambitions and hopes of our Colonial brethren. It may be my misfortune to belong to a political party that does not always agree with everything he does, but I can only say, as far as our Colonies are concerned, I am perfectly satisfied in my own mind that the best interests and welfare of the Colonies are safe in his keeping. He has no easy task before him, we know, but I am confident he will rise to high distinction, and that there is no one who will rejoice more at his success than his illustrious predecessor, Mr. Chamberlain.

The CHAIRMAN : It would be a severe task to attempt to follow and to emulate some of the brilliant speeches we have heard to-

night. I will merely thank my friend Mr. Rose for the cordial and generous terms in which he has done more than justice to any humble claims of mine to success. I can assure this company that if anything has been done by me during my short term of office that is of any merit, that merit is almost entirely due to the loyal co-operation and the consummate ability of my friends and colleagues at the Colonial Office.

SEVENTH ORDINARY GENERAL MEETING.

THE Seventh Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, May 10 1904, when a Paper on "West African Negroland" was read by Lady Lugard.

The Right Hon. Earl Grey, a Vice-President of the Institute, presided.

The Minutes of the Last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 32 Fellows had been elected, viz., 4 Resident and 28 Non-Resident.

Resident Fellows :—

James H. Batty, Charles F. de Nordwall, Charles Hutchinson, Horatio Wm. Stockham.

Non-Resident Fellows :—

Charles G. Attwell (Cape Colony), A. Bay (Cape Colony), John D. Buncombe (Transvaal), Richard H. Cooper (Natal), Charles Davis (Rhodesia), John S. Dunlop (New South Wales), George J. Gatland (Natal), Alfred G. Grimley (Gold Coast Colony), Hugh Gully (New Zealand), Hon. Wm. Hill Irvine, M.L.A. (Victoria), Max F. Joffe (Transvaal), Percy Viner Johnson (Orange River Colony), Philip Henry Johnson (Orange River Colony), James Lyon Johnston (Cape Colony), Laurence E. Keegan, B.A., M.D. (Newfoundland), H. Vernon Marsh (Natal), Arthur G. McCrae (New South Wales), John C. McNab (Rhodesia), Alfred P. Merrill, D.D.S. (Victoria), Reginald J. Morison (Sierra Leone), Hon. Algernon Willoughby Osborne (Gold Coast Colony), J. C. Poynton (Transvaal), Henry F. Reece (New Zealand), Maurice D. Reece (Gold Coast Colony), Herbert Rendell, M.B., C.M. (Newfoundland), Wm. V. Robinson, C.M.G. (Victoria), Wm. Alston Ross (Lagos), Gideon B. Van Zyl (Cape Colony.)

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN: It was reported to you on the occasion of a recent meeting that a resolution of condolence with His Majesty the King had been adopted by the Council of the Institute on the death of H.R.H. the Duke of Cambridge, an Honorary Life Fellow of the

Institute, and I have now the honour to read the reply that has been received.

" Home Office, Whitehall : May 4, 1904.

Sir,—I am directed by the Secretary of State to acquaint you, for the information of the Council of the Royal Colonial Institute, that their Resolution of Condolence on the death of His Royal Highness the Duke of Cambridge has been laid before the King, and that His Majesty was pleased to receive the same very graciously,

I am, Sir,

Your obedient servant,

M. D. CHALMERS.

The Secretary,
Royal Colonial Institute, Northumberland Avenue."

Before I call on Lady Lugard to read her address, I am sure I shall be acting in accordance with your desires if I refer in the shortest possible way to the cloud that has passed over this meeting, owing to the lamented death of Sir Henry Stanley. There is no man who has contributed so much to let the light of civilisation into the dark regions of Africa about which we are to hear to-night, and I know I am only giving expression to your feelings when I say that we all lament, from the bottom of our hearts, the death of this great man and brave explorer. Lady Lugard needs no introduction from me. We have all watched, with the keenest interest, the work of her husband in Nigeria, and consider ourselves most fortunate in being able to learn something about that most interesting country from the wife of its gallant Administrator.

Lady Lugard then read her Paper on

WEST AFRICAN NEGROLAND.

I WAS asked to read a Paper to-night upon Nigeria—that portion of West African Negroland which my husband is engaged in administering for the Crown, and the only portion with which I have any personal acquaintance. But I have so often been asked where Nigeria is, by what sort of people it is inhabited, under what political system it has existed, that I have thought it might be interesting if, instead of speaking to-night at any length about Nigeria itself, I were to endeavour to give some slight general sketch of the little known section of the world to which it belongs.

But the first thing which I want to say about Nigeria is that it is not properly a name. It is only an English expression which has

been made to comprehend a number of native states covering about 500,000 square miles in that part of the world which we call the Western Soudan. It lies, as you see, in the arms of the Middle Niger and the Benue, and forms part of the great watershed of Lake Chad. It drains east and west and south from the high dry uplands of the desert, and the channels of the Niger and the Benue—of which river the name means "Mother of Waters"—receive all its lesser rivers which do not flow into Lake Chad.

Ancient geographers called the part of the world to which it belongs, sometimes Soudan, sometimes Ethiopia, sometimes Nigretia, sometimes Tekrour, sometimes and more often Genowah or Genewah, which, by the European custom of throwing the accent to the fore part of the word, has become Guinea. Always and in every form their name for it meant the Land of the Blacks. Genewah, pronounced with a hard "g," is a native word signifying "black." It is so generally used to designate blacks that at the present day among the Arabs of Egypt and the Moors of Morocco—that is, at both points of exit from the desert—I have myself heard it applied to the negroes of the Soudan. From the earliest periods of which we have any knowledge Black Land has stretched, as it stretches now, from the west coast of Africa to the east coast, along that line of successive waterways which begins with the mouth of the Senegal and ends only at the southern mouth of the Red Sea.

An ex-Cabinet Minister once told me that all he knew of West African geography was that Africa has a hump which sticks out somewhere into the sea, and that he believed our West African Colonies were there. I am not ashamed, therefore, to ask you to look at the map. There you will see that if the north of Africa be considered as a whole, it divides itself west of Egypt into three great main sections, all of which run, like the Land of the Blacks, from west to east.

There is first outside the Tropics and within the zone of winter rains the historic coast strip stretching along the Mediterranean shore from the mouths of the Nile to Cape Spartel. A range of mountains at its back receding towards the western end separates it from the desert and gives to its fertile lands the shelter and the water which they need. These mountains have been as the stronghold of civilisation to the coast. Behind them on their southern slopes there is a belt of land on which the date palm flourishes, salt mines abound, and flocks and herds can find subsistence. In this belt there are even spots of great fertility, and there are parts

in which it widens, spreading with promontories of habitable land into the desert. But in its nature this southern face of the hills, known to the ancients as the "Land of Dates," is but an outskirt of the coast strip. It merges soon into the deserts of the rainless zone which form the second great section of North Africa.

From the Atlantic coast to the Nile these deserts under different names succeed each other across the continent in a broad belt of desolation. Upon the map they cover an area of between 10° and 15° of latitude. At their narrowest parts the caravans which traverse them count upon a march of fifty days. They are in great part composed of drifting sand, through which only long practised local guides can find their way. There are places in which a scant herbage enables the flocks of nomad Arabs to subsist, but they are practically waterless, and it is of course only in places where springs are known to exist that the passage of them is possible. With their hot sands the continent passes into the tropics, and here again a natural barrier marks the third great division of North Africa.

A straight line drawn upon the 17th parallel of N. latitude will mark the edge of the zone of summer rains. Slightly to the south of it may be traced the great water belt formed by the course of the Senegal, the Niger, the Benue, the rivers of Hausaland, Lake Chad, the Shari, the lakes and rivers of Wadai and Darfour, the Bahr-el-Gazal, and the sources of the Nile, which, with their network of tributaries, fertilise the land from the Atlantic Ocean to the mountains of Abyssinia. Other great lakes and rivers traverse the continent further south. The waterways that I have named suffice with the Nile to check any advance of the northern deserts, and to place round them a border of luxuriant vegetation.

Thus in silent prehistoric ages the rough outlines of the destiny of North Africa were traced. There was a fertile strip in the temperate zone near to an easily navigable sea; there was a great barren strip in the waterless desert, near to nothing which could encourage human occupation; there was another fertile strip in the tropic zone, well watered but sealess save at its south-western extremity, miasmic, of a climate very different from that of the northern coast; and connecting these three, which lay parallel to one another, there was, running north and south at right angles to them all, the wonderfully fertilised valley of the Nile.

It was almost a foregone conclusion that one race should inhabit the coast and a wholly different race the tropics, that civilisation of a correspondingly different sort should spring up in both zones, and, separated as they were by the desert, it was natural that

connection between these two zones should be maintained by that valley of the Nile which has made itself immortal in the name of Egypt. As it was predestined so it happened. A white African race were the original inhabitants of the coast strip; a black African race were the original inhabitants of the tropic zone, and it was through Egypt that the inhabitants of the two zones derived their earliest information of each other. All that the early Greeks knew of Ethiopia they drew from Egyptian sources, and it is to Egypt and through Egypt to Southern Arabia that the blacks themselves trace their oldest traditions. This is a fascinating chapter of my subject, into which I must not enter, but there can be little doubt that all the Negro kingdoms lying towards the eastern end of the Soudan have received their traditions of civilisation direct from ancient Egypt, while those lying towards the western end have been more strongly imbued with the influence of the western Arabs who carried civilisation into Spain. In support of this theory I may mention that the alphabet of the eastern end of Negroland is the regular alphabet of Egypt and Arabia, while the alphabet of the western Soudan is the alphabet of Morocco. The two influences appear to have overlapped each other in and near that part of Negroland to which we have given the name of Nigeria. Within comparatively modern times the practice of embalming the dead was in use on the Middle Niger. The rough decorative art of the Hausa States which lie between the Niger and Lake Chad bears to this day a distinctly Egyptian impress. Dr. Barth mentions that at Burrum, a little town at which he stayed on the Niger, the people had a tradition that it had once been the habitation of the Pharaohs. Es Sadi, an Arab writer born at Timbuctoo in the sixteenth century, also states in his History of the Soudan that the town of Kuka was in existence under the Pharaohs. The present town of Kuka is in Bornu, the north-eastern province of Nigeria. But as late as the twelfth century there were two Kukas, one of them on the Middle Niger, and it is to this latter Kuka that Es Sadi refers.

The Phœnicians, who were the commercial agents of Egypt, brought intercourse with the Land of Blacks into more historic times. They made many settlements upon the north coast of Africa. Their exploration of the west coast was carried as far south as the mouth of the Senegal, and it is believed that the legend of the first white rulers in Western Negroland may be traced to them. Es Sadi, the native historian whom I have already quoted, speaks of an ancient kingdom in the west stretching to the Atlantic Ocean,

of which Ghana on the Upper Niger was the capital, and adds : "They say that twenty-two white kings had reigned over this country before the year of the Hegira. Their origin is unknown." It is in this neighbourhood, about the sources of the Senegal, that the original home in Africa of the Fulani, who count as a partly white race, is placed.

Persians, Greeks, Romans, Arabs, in turn, became masters of Egypt, and followed the Phœnicians upon the north coast of Africa. From the earliest dawn of Western history this favoured spot has been the scene of civilised occupation, and as one race of conquerors displaced another there was a perpetual pressure driving the aboriginal white African inhabitants with the dispossessed peoples across the borders. The natural borders were the hills, and the hunted populations taking refuge in them were forced down the southern slopes upon the deserts. Gradually through the ages the deserts became the home of nomad peoples, who learned, wandering upon the inhospitable face of their drifting sands, to pluck subsistence from widely scattered patches of fertility. These wandering tribes, known under many names, from the Toucouleurs, Tuaregs, Kabyles of the west to the Tibboos, Berdoas, and others of the eastern borders of the desert, are generally classed as Berbers. One among many stories of their original introduction into Africa is that five colonies were introduced from Arabia Felix by a certain leader, Ifrikia or Afrikiah, who gave his name to the continent, and that from these are descended no fewer than six hundred clans of Berbers !

Between the coast strip and Negroland the desert itself became thus inhabited by a race which, though it is held to have had one origin, suffered in the course of history so many invasions and infusions of new blood that it has broken into almost countless diverse tribes, cherishing many and widely differing traditions. Speaking in general terms, the Berbers are a white people, who, having a tradition that they once were Christian, now profess Mahomedanism. Their Christianity, which they learned under the later Roman occupation, was probably very partial, and is likely to have come to them through the Copts of Egypt. They have presumably been in turn of the religion of every great invader. Speaking of them as they now exist, M. de Lauture, a French writer of much knowledge and personal acquaintance with his subject, says that the abstemiousness of these inhabitants of the desert is almost incredible. When travelling, hunting, or making expeditions they never eat or drink more than once in the twenty-

four hours. A handful of dates or flour, a few sips of water suffice for this repast. Often it happens to them to remain two or three days without anything, and there are stories of Arabs lost in the desert for four or five days who were not even able to quench their thirst, and yet survived without serious injury. I can only repeat this on M. de Lauture's authority. I know nothing of it myself; but it corroborates what I have seen of the sustaining power of the fine air of the uninhabited territories of Northern Canada, where also men can endure privations which seem incredible to ordinary experience.

While the northern strip pressed thus upon the desert, the desert, there can be little doubt, pressed equally upon the fertile belt to the south. Quite indirectly, the influence of Tyre and Sidon, Rome and Carthage, must have been brought to bear from the very earliest periods upon Negroland. But besides this indirect influence of pressure by a superior race along the whole course of their borders—an influence which was very potent in modifying the character of the leading black races of Negroland—there were also channels of direct influence which remain unchanged to this day.

Until the navigation of the Atlantic Ocean became general the approach to the tropic zone of Africa was across the desert by caravan roads. Nature laid them down, and has marked by them certain spots where water may be obtained. Marmol, a Spanish writer of the sixteenth century, gives an interesting description of how these wells are preserved. They are, he says, walled inside with camels' bones for want of stones, and they are also covered with camels' skins lest the shifting sands should blow over them and fill them up. The natural consequence is that even when there the wells are often hidden, and the traveller may die of thirst within a few feet of water. There are, however, on the principal routes expert local guides who never fail to find them. It is impossible for caravans of any size to deviate from these routes. The position of the springs to-day is what it has always been, and it is interesting to think that the roads trodden by the caravans which this year visit Kano and Timbuctoo are the same which offered themselves to the first civilised footprints that crossed the desert. The continuity of life in these remote portions of the earth is very striking to the imagination. My husband wrote to me only one or two weeks ago of deputations sent down to him with presents from the Sultans of Sokoto and Kano and Kontagora. In reading, one might imagine it a description of embassies sent to King Solomon a thousand years before Christ, instead of to a

British Governor nearly two thousand years after Christ; and when we compare the progress made by the British people in the intervening period with the fate of Negroland there is some ground for understanding the relative positions which we occupy to one another.

There are two principal roads across the desert; one, through Tripoli and the Fezzan, running due south towards Nigeria and taking the shape of a forked stick to rest upon Lake Chad and the Niger, the other through Morocco, running again due south towards Timbuctoo and the western end of Negroland. These two points, as a glance at the map will show, are the two narrowest points at which the desert can be crossed, for in both instances the fertile land of the coast strip runs down in important promontories into the arid sands. Both these roads were counted as a fifty days' journey from edge to edge of fertile land. It hardly needs to be said that one was the channel of eastern and the other of western influence upon Negroland.

The earliest narrative that we have in definite terms of an attempt to penetrate from the coast to Negroland by the eastern route is that given by Herodotus in his second book, where he tells how certain daring youths, sons of powerful men, were chosen by lot to explore the deserts. Being well furnished with water and provisions, they passed first through the inhabited country of the coast, then through the region of wild beasts, and after this crossed the sandy desert, making their way towards the west, till at length they saw trees growing in a plain. They were evidently in the fertile belt, and, as they approached and began to eat the fruit of the trees, diminutive men, less than men of middle stature, came up and led them to a city where the inhabitants were of the same size as their conductors, and black in colour. By the city flowed a great river, running from the west to the east, and crocodiles were seen in it. This direction of the current helps to identify the river with the Niger. Herodotus wrote this account of early African exploration 500 years before Christ, but he does not say how long before his time the expedition itself took place. Possibly another five centuries had passed. In the incident as recorded there is an indication, which the further history of Negroland supports, that the race which now inhabits equatorial regions further south at one time extended towards the northern edge of the fertile belt, and has been pushed backwards by that pressure of superior races from the desert of which I have spoken. The dwarfs whom Stanley found in the Congo forests

evidently at the time of which Herodotus speaks inhabited the northern bend of the Niger. In quite ancient times the existence of different races within the belt of Negroland was established. There were evidently superior and inferior tribes, and it is interesting though not surprising to observe that along the whole line of the fertile belt the superior races, modified by white pressure from the north, gradually established themselves in possession of the uplands bordering more nearly upon the desert and civilisation, while the inferior black races were driven back towards the then impenetrable regions of barbarism and equatorial Africa.

In the later history given to us by Arab records of every one of the superior Negro kingdoms which established themselves upon the borders of the desert there will be found at some point in the description the phrase : " And south of this country lies the country of the Nem Nems, or the Lem-lems, or the Rem-rems, or the Dem-dems, or the GneMs-gnems," and after the double name comes invariably the same explanation : " Who eat men." In following the history of kingdom after kingdom it becomes clear that a belt of cannibalism, of which the Nyams-Nyams of the Congo may be counted among the present survivors, extended along the south of Negroland across the whole breadth of Africa. M. de Lauture takes the latitude of 10° north as forming in his day (1853) the northern limit of habitation of the debased Pagan Negro. Between 10° and 17° he places the finer races, which he qualifies generally as Mussulman Negroes.

I may point out that Northern Nigeria stretches north and south from 7° to 14° North latitude, and we have thus both classes of native population to deal with. The modern history of Negroland may be said to date from the period at which it accepted the Moslem religion ; but the finer black races had established their domination over the inferior races and ruled by force of superior intelligence and cultivation long before that time.

The conquest of Egypt by the Persians took place in 525 B.C. The soldiers of Cambyses pressed as far as Negroland, and brought back among the spoils of victory something for which we have to thank them to this day. The peach, which I believe in our garden catalogues is always attributed to Persia, came really in its origin from Negroland. But it was not the Persians who gave it to Europe. Another conquest of Egypt took place by the Arabs 638 years after Christ, and this time conquering armies carried the fruit into Spain. It seems a trifle almost too small to allude to in comparison with the more dignified movements of history. And

yet it is, I think, a striking illustration of the slow sure march of influence that after twelve centuries so small a thing as that "soft, sweet, delicious fruit" of which Greek historians describe the finding among the blacks of Eastern Negroland should survive the rise and fall of nations and follow the march of conquest into Western Europe.

North Africa was occupied by the Arabs very shortly after they had made the conquest of Egypt, and the Berbers still inhabiting great portions of it were recognised by the Arabs as a kindred race. Musa, the Arab general who effected the permanent conquest, said of them, in describing his conquests to the Caliph, "The Berbers, O Commander of the Faithful, are of all foreign nations the people who resemble most the Arabs in impetuosity, corporal strength, endurance, military science, generosity; only that they are, O Commander of the Faithful, the most treacherous people upon earth." Notwithstanding this last qualification of their virtues, the Arabs accepted the Berbers as friends and practically as equals. They enslaved them in large numbers—hundreds of thousands—and drove many of their harried tribes to take refuge in the fertile plains of Negroland. But they also educated them, freed them, and appointed them to high commands. They married their women, and the race which for so many centuries gave civilisation, not only to Spain, but through Spain to Europe, was very largely of African extraction.

It was in the year 710 that the Arabs crossed into Spain. Everyone knows that Gibraltar takes its name from the circumstance, and is only corrupted by our pronunciation from the Jebr-al-Tarik, or Mountain of Tarik—the general who on that occasion led the troops. Tarifa, a little further along the coast, also takes its name, as is well known, from Tarif, another leader of the same army. But what is not, I believe, so generally known is that both Tarik and Tarif were African Berbers converted to Islam, freed from slavery by Musa, and trained by him in military science. The army which accompanied Tarik was a Berber army, and consisted of 12,000 African soldiers who, like himself, were freed men and converts. The Arab conquest of Spain was, therefore, in large part an African conquest. The same Berbers who were forced westward and northward into Spain were also forced westward and southward into Negroland, and the same capacity for high command which achieved distinguished results in Europe were brilliantly displayed in the less famous fields of Equatorial Africa.

The Arab dynasty of the Omeyades, which was founded in Spain

. in the beginning of the eighth century, a time when the rest of Europe was sunk in the barbarism of the Middle Ages, lasted until the beginning of the eleventh century. It was succeeded by other purely African dynasties—the Almoravides, who took their rise on an island in the Senegal ; the Almohades, whose original stronghold was a mountain in the Atlas chain ; the Nasrites, also African ; and Saracen rule was not overthrown till Ferdinand and Isabella conquered Granada in 1502. During this long period of 800 years, and especially during the earlier part of it, the cultivation, the refinement, the moral and intellectual enlightenment of Southern Spain maintained a standard as much above that of the contemporary states of England, France, and Germany as these countries are now above the pagan savages of Equatorial Africa.

At a time when England was still under the rule of seven Saxon chiefs whose dress was of untanned leather, and whose houses were but native huts, Cordova was a town where it was possible to walk through ten miles of lighted streets. Its palaces were supplied with every luxury that civilisation could devise, warmed in the winter with hot air, cooled in the summer with the splash of fountains, fitted with bath-rooms whose hot and cold water was delivered by pipes into gold and silver basins and beautifully sculptured marble tanks. Their mosaic paved halls were lighted in the daytime by stained-glass windows, in the evening by many hundreds of hanging lamps. There in drawing-rooms exquisitely furnished and libraries famous throughout the world for the magnificence of their collections, or on marble balconies hanging over matchless gardens, wit and beauty, art and science, met with a charm of social intercourse that still clings to the narrative preserved in the records of Arab history. And Cordova, with all that it contained of grace and glory, was but one of the many towns of which Arab writers have consecrated the memory. Seville, the home of music ; Toledo, famous for its metal work ; Almeria, an ideal manufacturing town, where amid forty miles of surrounding gardens and groves filled with singing birds the wonderful tissues of cloth of gold and of cloth of silver worn by the ladies of Cordova were woven on many thousand looms, and to whose harbours came fleets bearing the produce of India, China, and all the countries of the world ; Valencia, known as the city of mirth ; Malaga, whence figs and wine were exported to the furthest East—all these towns and many more reached their zenith of prosperity under the benign rule of the Arabian Caliphs. During this time the fleets of the Arabs swept the Mediterranean, and furnish a brilliant illustra-

tion of the influence of sea power on history. For many hundred years Arab universities were the fountains of learning to all Europe. Apart from the high direction which they gave to science, art, and literature at a time when Charlemagne, the Emperor of Western Europe, could not write, we have but to remember a few of the common things we owe to the Arabs in order to appreciate in some degree the benefits of their rule. They gave us the use of the compass ; they gave us cotton ; they gave us clocks ; they gave us gunpowder ; they gave us paper ; they gave us sugar ; they gave us the peach and the pomegranate. It was to an Arab epicure of the eighth century that we owe asparagus. They gave us the Arabic numerals, which anyone who has ever tried to do a sum in Roman numerals will be in a position to appreciate, and which alone must have enormously facilitated the operations of commerce. They taught us how to wash our clothes, and they introduced the habit of changing them, which was even more important. The word "admiral" in our vocabulary is of Arabic derivation, so is the word "algebra," so is "cypher," so is the French word for "shirt." Numbers more could be found showing the indelible mark which in the course of 800 years the Arab-African occupation of Europe has made upon our habits of thought and life. Is it then to be imagined that, making as they did so deep a mark on us, they would fail to produce a profound effect on that other territory known to them as Negroland which they overran ?

The Omeyade, which was the first of the Saracen dynasties in Europe, came to an end in the early part of the eleventh century before William the Conqueror had established Norman rule in England, and it is from about this period that we get the history of Negroland written in anything like consecutive sequence.

The whole of North Africa, including Negroland, was at this time perfectly familiar to the Arabs. The eastern end of it was still a distant country, but commercial intercourse was regular through the western route, and the historians and geographers who wrote during this and succeeding centuries give fairly full descriptions of the existing Negro kingdoms. Already that change had taken place of which I have spoken. The cannibal natives of the lower races had been driven southwards, and along the northern edge of the fertile belt the Mussulman religion, where it was not fully accepted, was tolerated and even encouraged. In one of the greatest and oldest of the Negro kingdoms, known generally by the name of its capital Ghana, but spreading westward under other names from the left bank of the Upper Niger between the fifteenth and the seventeenth

parallels of latitude, the difficulty of the two religions appears to have been solved by having as a capital two towns, a Moslem town and a native or royal town. Both were large, extending over several miles of territory, and connected with each other by extensive suburbs. The houses were built chiefly of stone, and ebony and acacia wood were employed for the fittings. The residence of the kings was a well-built castle thoroughly fortified, which was decorated inside with sculptures and pictures and had glass windows. There were twelve mosques in the Moslem town, all having their salaried establishment, their imams, and readers. The town appears also to have been a seat of learning, and as early as the eleventh century we are told that it was the resort of the learned, the rich, and the pious of all countries. The king, himself a pagan and devoted to his ancestral rites, was nevertheless sufficiently open-minded to allow himself to be largely governed by Mussulmans. His principal ministers were Mussulman, and for their use one mosque was permitted in the royal town. This king, who ascended the throne in 1062, was extremely powerful, commanding an army 200,000 strong, which included a picked body of 40,000 archers. Twenty Negro kingdoms were tributary to him, and the commercial relations of the country extended through the desert to all the important towns which had by this time sprung up along the edge of the northern coast strip from Morocco to Egypt, and lived chiefly on the trade with Negroland. I find in an Arab history a rather interesting description of the trading operations of a firm of merchants in Telemçan—on what is now the coast of Algiers—who did business at about this period with Negroland, chiefly in skins, ivory, and kola nuts. The firm consisted of five brothers, two of whom established themselves as merchants at Telemçan, two at a place called Aiwalatin, in the desert, and one half-way at Taflet. The two partners at Telemçan purchased European goods for the native market; the two in the desert purchased native goods for the European market; and the one half way at Taflet served as “the tongue of the balance” between the other two, acquainting them with the fluctuations of trade, the overstock of markets, &c. Their wealth, it is said, under this management increased so rapidly that it almost surpassed the limits of computation. Nor, says their descendant, writing a couple of centuries later, was this the only advantage arising from their system. The nations with whom they traded were considerably benefited by it, for it must be understood that the trade with the desert had fallen into a deplorable state before the firm of Makkara engaged in it. Merchants wholly unacquainted

with the real wants of the inhabitants carried thither articles which were either of no use or no value to them, taking in exchange objects which were to them a source of profit and wealth. This even went so far that an African sovereign was once heard to say, "Were it not that I consider it a bad action, I would by God prevent these Soudan traders from stopping in my dominions, for thither they go with the most paltry merchandise and bring in return the gold which conquers the world." After the reform of the desert trade the blacks were, it is said, better and more abundantly provided with such articles as they stood most in need of. They were also furnished with goods which they had never seen before, and they obtained a better price for their returns. The African sovereigns of the tenth and eleventh centuries had not to contend with the importation of trade gin. Otherwise this account might not unreasonably have been written to-day. I have no doubt that the great firm of Makkara Brothers had its contemporary critics, but for our part we may be content if the Royal Niger Company can lay claim a few generations hence to an equally satisfactory record.

But the firm of Makkara kept no monopoly; for we are told before the end of the eleventh century that in every town of Ghana there were markets frequented by merchants of all nations. Ghana itself was a great commercial centre. "Here," it is said, "were to be met in quantities caravans from all parts of the world." They came from Egypt, Tripoli, Spain, Morocco, and other places. The tributaries of Ghana were not only black nations. The Berber state of Audaghost, lying north-west in the desert, paid tribute to Ghana up to the middle of the eleventh century. The capital of this State is described as a large and populous town, full of mosques and schools and elegant houses. It was surrounded by date groves. The people, who were of many mixed races, lived comfortably and were very rich. There were white women who were beautiful and charming, and among the negresses there were excellent cooks, who made delicious dishes of macaroni and honey and other sweet things. There was a busy market, always full, and great quantities of cotton and honey were brought from Negroland. There was a very plentiful supply of gold, slaves, and amber, which constituted the principal export. In the territories of Ghana, besides this admixture of Berber people, there were the Fulani, who inhabited Mecina, and there were certain other white races who are mentioned as descendants of the soldiers of the early military expeditions of the Arabs conducted in the seventh cen-

tury. The same tradition occurs at the other end of Western Negroland in Bornia. To the south of Ghana lay the country of the Lems-Lems, while to the west of it, within the Negro belt, there was a Berber kingdom which reached to the Atlantic. The King of Ghana in the eleventh century was extremely wealthy. The country was rich in gold—evidently alluvial gold, though spoken of by the Arab chroniclers as “mines”—and the custom was for the Government to claim the nuggets and to leave the gold dust to the people. “Without this precaution,” says a contemporary writer, “gold would become so abundant that it would hardly have any value.” The size of the nuggets ran, according to the evidence of many writers, commonly from an ounce to a pound, but sometimes to much greater weights. One is mentioned of which the weight was thirty pounds. In a very much earlier account of an Arab military expedition into this part of Negroland about the year 780 I find it laconically stated that as spoils of victory the army got “all the gold they wanted and a few girls.” In every account the abundance of gold is frequently mentioned along the whole line of the fertile belt. The Kings of Ghana contemporary with our Norman dynasty maintained considerable state, and the descriptions given of their pageants are of no small magnificence. The people usually wore robes of cotton, silk, or brocade, according to their means, and on occasions of state plaited or intertwined their hair with gold. The king had very fine horses, which when he mounted them were caparisoned in gold, and he had also a particularly fine race of pure-bred dogs, whose collars, belts, and chains were made of gold.

The next Negro kingdom to Ghana, known in the eleventh century as Tekrour, was Mussulman, and was active in promoting a holy war against the Pagan nations to the south, whence was drawn a great supply of slaves. At Silla, a town of this kingdom situated on the Upper Niger, cotton manufacture was active, and every house had its cotton plantation. This is mentioned in the year 1066, upwards of 800 years ago, but cotton growing may have been and probably was much older than that.

South of Tekrour there were two entirely Pagan countries, in one of which salt could be sold for its weight in gold. Moving eastwards from Ghana and Tekrour we come to the kingdom of Melle, one of the most important of the Negro kingdoms which filled the territory enclosed in the bend of the Niger, where the river runs for a time east and west, and then turns south towards Nigeria. In the eleventh century the sovereign of Melle was

Mussulman, but his people were still pagan. At this period his territory did not extend to the northern bend of the Niger, which was occupied by Berbers. Jenne, the town which M. Dubois describes in his interesting book on "Timbuctoo the Mysterious" as still at the present day constituting a bit of Egypt in the heart of the desert, is said by the Arabs to have been founded by pagans in the year 800 (the year in which Egbert ascended the English throne), and was specially famed as the resort of the learned. Timbuctoo was founded by Berbers in the year 1087, about twenty-five years later than the town of Morocco, and was never sullied by pagan worship. As the march of ancient Egyptian civilisation can be traced through Negroland, moving gradually from east to west, so the march of this relatively modern Arab civilisation can be traced steadily from west to east. Ghana was the centre of the greatest activity up to the end of the eleventh century. But after this period the activity of Ghana moved gradually to Melle. As the supremacy of Ghana declined the kingdom of Melle grew in importance, spreading east and west and north, till in 1336 it conquered Timbuctoo, and Timbuctoo became the great centre of commerce and civilisation of that part of Negroland. In the middle of the fourteenth century Melle, stretching over the entire bend of the Niger and down to the pagan cannibals in the south, had become a kingdom of great consideration. Its kings were Mussulman, and maintained intercourse with the kings of Northern Africa, with whom they exchanged most interesting presents, but they accepted investiture from the Caliphs of Egypt. The devout among them performed the pilgrimage to Mecca, and one, Musa by name, went there about the year 1325. It is stated incidentally that his train of 12,000 carriers were all dressed in tunics of figured cotton and Persian silk, and that he took with him to provide for the expenses of the journey a sum equivalent to about 1,500,000*l.* sterling of gold. This was carried on the backs of eighty camels. Intercourse with Egypt was at that time one of the valued privileges of the learned. Among the presents interchanged it is not unusual to find mention of rare books, and Musa on his return brought with him an Egyptian architect whom he employed to build a palace. It was in this palace, of which the windows were framed like the decorations of the Temple of Solomon in gold and silver plated over wood, that the famous traveller, Ibn Batuta, saw his grandson about twenty-five years later. At that time the people of Melle greatly surpassed other negroes in wealth and numbers. But while describing in some

detail the magnificence of a Court in which the ladies were served on pure gold, and men on occasions of state wore velvet tunics, were booted and spurred, and had all their weapons mounted in gold or silver, Ibn Batuta says of them that what he most admired was the regard which was paid to justice. "For in this respect the Sultan regards neither small nor great." The safety of the roads also excited his admiration. Travellers, he said, could proceed anywhere alone without the least fear. To the south of Melle there was at this time the country of the cannibals, whom it was the custom to raid for slaves, and to whose territory it was also the custom to banish evildoers. A certain unjust white judge was on one occasion banished to this country, but though he lived there for four years the cannibals refused to eat him, saying that they feared he would be unwholesome.

Further east along the fertile belt the town of Kaougha Gago, or Kuka, on the middle Niger—of which the origin has been mentioned as dating back traditionally to the Pharaohs—maintained its supremacy, the rulers being Mussulman, while the neighbouring country was pagan. Here, as at Ghana, the capital consisted in the eleventh century of two towns, one of which was Mussulman and the other pagan. But by the end of the fourteenth century the pagan town is no longer spoken of.

This most interesting spot was the capital of Songhay, a country described as being very fertile and rich in gold. The origin of its kings was from the East. At a later period it entirely dominated Melle, and established at Timbuctoo a dynasty about contemporary with our own Tudors, of which I wish that time permitted me to give you some account. It was here on the borders, as you see, of our own territory that Egyptian influence definitely met and overlapped with Arab. The result in the Songhay dynasty was very fine. Under this dynasty the Empire which occupied the bend of the Niger extended its limits north and south and east and west, from the pagan belt of Negroland to the salt mines of Tegazza in the desert, and from the long since subjugated kingdom of Ghana to the Hausa States which it overran. This vast territory was organised into provinces under viceroys, and admirably ruled. It was under the Songhay dynasties that Timbuctoo took the supreme place which she held for many years as "Queen of the Soudan." She became a centre, not only of commerce and political activity, but of learning that rivalled the Universities of Arabia and of Spain. Her rich men possessed magnificent libraries, and in common with other important towns of the Soudan she had

excellent schools. Here the learned of Spain and Morocco and Arabia were proud to come and share the wisdom of the natives of the Soudan, and long biographical lists have been preserved of the distinguished professors, black and white, who taught in the schools of this and neighbouring towns, or enriched different departments of science, art, and literature with their labours.

In the fourteenth century the river as it turned south from Gago was described as flowing through Muli or Muri to Nupe, now a province of Nigeria. Nupe is spoken of as "the greatest district of the Soudan, the king of which is most potent." But it was a territory closed to white men. "No white man," Ibn Batuta says, "can enter here, for if he attempts to do so they will kill him before he succeeds." The Nupes were not Mussulman, but they were of a race of great antiquity, and were at this time reputed to be clever in weaving, dyeing, metal work, and other arts.

Thus we have come gradually eastward to our own territory of Nigeria, where the Hausa States, probably of mixed Berber and Coptic origin, were founded at a period of which the narrative takes us back to mythical history. Through many conquests they have continued to occupy the territory to the north of what is now Nigeria. Biram, a town situated between Kano and Khadya, is said to be the oldest seat of the Hausa people. According to their mythical history, Biram had six legitimate children—Katsena and Zaria, Kano and Rano, Gober and Daura. These with Biram constitute the seven original Hausa States, and to each of them a special industry or duty was assigned, for which the geographical position of the States even now clearly indicates the reason. Gober, situated on the borders of the northern desert and in constant touch with depredating tribes, was the war chief. Kano and Rano, safely protected behind the bulwark of Gober, were ministers of industry. To this day Kano, of which the province is described as the garden of the Central Soudan, has remained the centre of industry of that part of Africa. Katsena and Daura were ministers of intercourse and commerce; while Zaria, lying to the south, between the rough country of Bautchi and the rest, had as its duty to provide them with slaves, and was known as the minister of slaves. Bautchi was called equally Bushay, which in their language meant the Land of Slaves, and all the Arab historians mention it as a place in which slaves were hunted. It appears to have formed part at one time of the pagan cannibal belt, and is celebrated as being a country from which slaves were made to carry

gold. It is situated in the healthiest highlands of Northern Nigeria. It has considerable tin mines, and may not improbably re-establish in our days its historic reputation for mineral wealth. Later the Hausa States added to their number States which were described as illegitimate. They included Zanfara, Kebbi, Nupe, Gwari, Yauri, Yoruba, and Kororofa—that is, many of the principal States of Nigeria—and stretched almost to the southern coast. The Hausas were an interesting people, of whom we are far from having as yet sufficient information. Naturally a peaceful, industrious, agricultural, and commercial race, they were nevertheless obliged by constant inroads to develop a certain military power, and they are to this day under good leadership the best fighters of Nigeria. They have been many times conquered, but in the peculiarities which characterise them as good citizens they remain unconquerable. Their systems of law, taxation, justice, industry, have been adopted by every ruler in turn, and we regard the "legitimate" Hausa of the seven States as forming perhaps still the most valuable portion of our Nigerian populations. Of what may be termed their period of Arab civilisation we know little earlier than the thirteenth century, and I believe it may be said that their highest development during this period was reached in Katsena under the Habe dynasty, which arose in the middle of the seventeenth century. Throughout these States cotton industry, dyeing, weaving, the tanning of skins, leather work, and metal work were common from the earliest times. They had also their universities and resorts for the learned, and carried on active commercial relations with the outer world.

Beyond the Hausa States the very earliest writers of the Arab period mention Bornu as a kingdom of great importance. Its territories extended to Lake Chad, and at one period it commanded the Tripoli and Fezzan route almost the whole way to Tripoli.

The Bornu people were also of Berber origin, illustrating, like the Hausas and the mixed people of Ghana and the Berbers of Timbuctoo, that pressure of the northern races upon the fertile belt of which I have spoken. Dugu appears to have been the name of the first sultan of any modern dynasty of which we have continuous records. He reigned about 850; and towards the end of the eleventh century Bornu would seem to have been in some way the suzerain of the Hausa States. The earliest Arab writers speak of the kingdom as spreading between the Niger and Lake Chad. It also included Kanem on Lake Chad, at that time pagan, though at a later period it accepted Islam and produced dis-

tinguished men. A black poet from Kanem is spoken of as enjoying considerable success at the Spanish Court of one of the Almoravide sultans. Bornu appears as early as 1489 on Portuguese maps. In the early part of the sixteenth century their kings maintained regular diplomatic relations with Tripoli and the outer world. Bornu is generally reputed to have reached the height of its prosperity under an energetic and intelligent succession of kings in the early part of the sixteenth century. At this time, in addition to a well-organised system of political administration, and great towns with all the accompanying additions of learning and commercial activity, Bornu had a standing army equipped with muskets, for which they themselves manufactured what we should now call an inferior sort of gunpowder. This was under a certain Edris, who died in the same year as Queen Elizabeth. You may remember that on the accession of Queen Elizabeth in 1588 the English arsenals contained chiefly bows and arrows. Under the same king the prosperity of the country and the wealth of the towns are said to have increased greatly. Leo Africanus visited Bornu about the year 1513 on business connected with the supply of horses from Barbary for the Bornu cavalry. These horses were paid for at the rate of fifteen slaves for one horse. Sometimes the merchants who supplied the horses had to stay three months, sometimes a whole year, while the king made his annual raid to the south for slaves. For he made these raids only once at a set time of the year, and if the merchants came after the raid was over and the slaves disposed of, they had to wait for the following year. It was not in his own country that he raided, but in the Pagan belt to the south. His own country was densely populated, and the king appeared to Leo Africanus to be marvellous "rich, for his spurs, his bridles, platters, dishes, pots, and other vessels whereon his meals and drink are brought to table are all of pure gold ; yea, and the chains of his dogs and his hounds are of gold also."

I spoke just now of the continuity of life in these remote places of the earth. The sad continuity of the slave traffic may be illustrated by Major Denham's experience when as he dozed on horseback riding in 1823 along the same Tripoli-Fezzan route by which the slaves of Bornu were presumably taken out of the country from the earliest times he was suddenly awakened by a crashing under his horse's hoofs, and found that the animal had trodden upon the perfect skeletons of two human beings, cracking their brittle bones under his feet, and by an accidental trip had separated

one of the skulls, which rolled like a ball before him. The ground was constantly throughout the journey strewn with the skeletons of slaves who had died on the route, sometimes as many as a hundred or eighty were to be counted in one place. The Arabs who formed Major Denham's escort laughed heartily at his expressions of horror, saying "They were only blacks!" and amused themselves by knocking the remains about with the butt ends of their firelocks.

I have kept you already too long in speaking of these five divisions of Negroland—Ghana, Melle, Songhay, Hausa, and Bornu—in the northern portion of the Negro belt. There were many others of secondary importance, but these were the kingdoms which in turn were most directly exposed to Berber influence, and rose to the most decided pre-eminence during what may be called our own historic times. Yet in speaking of the purely native influences which were brought to bear upon them, it is necessary to add just a few words on the subject of the Fulani, the race with which as rulers we are now brought most directly in contact in Nigeria. I will not attempt to discuss the very interesting and much vexed question of their origin. Whether Phœnician, Jew, Indian, Roman, or Egyptian, they have without doubt retained for themselves a remarkable individuality, which during the whole modern period of which we have been treating has enabled them to acquire for themselves ascendancy and power. The earliest Arab records place their home on the banks of the Senegal. In the tenth century we hear of them at Ghana, fighting and to some extent making good their position to the south. A little later they are at Melle. Later still their influence is felt in the advanced towns of Songhay. A Fulani woman was the mother of the principal native historian of Timbuctoo. In the fifteenth century they have acquired territory and are making good a position for themselves in Borgu. A hundred years later they have crossed the Niger, and their power is felt as far to the east as Kanem and Baghirmi. In the early years of the nineteenth century they conquered the Hausa States. It is there that we are now in contact with them in Nigeria. In dealing with them and with the Hausas we seem to be in the presence of one of the great fundamental facts of history, that there are races which are born to conquer and others to persist under conquest. The Fulani had in Africa no country which can properly be called their own. Yet from the earliest knowledge that we have of them they have ruled. The Hausas, on the contrary, have always had a country of their own, but they have

never sought to conquer and have generally submitted to be ruled. Yet both are persistent races, and it will be curious and interesting to see what development each will take under a rule at once stronger and more peaceful than any they have known.

I have brought this little sketch of the influences out of which West African Negroland has grown up to the period of its greatest local prosperity. We have seen Negro kingdoms along a belt of some thousands of miles, occupying in turn, through a period which extended over about 800 years, a position which may be described as the tropical reserve of the civilisation of their day. They were all rich in gold, in skins, in cotton, kola nuts, amber, gums, and other raw material. At a period when the conscience of humanity had not been aroused on the subject of enslaving inferior races, they were also rich in this raw material of labour. It formed for centuries one of their most valuable exports. They all carried on an important trade with Europe and Asia. They had their large standing armies, and they enjoyed at home a very fairly high degree of intellectual, scientific, industrial, and political development.

The mystery of the decadence of peoples is among the great operations of Nature for which we have no explanation. The civilisation of Negroland was inspired in the first instance by Egypt. It disappeared as the power of Egypt declined. It rose again with the rise of the Western Arabs, it fell with their fall. The power of the Moors was destroyed in Spain, and the onward pressure of the at that time very partially civilised Christian nations had nothing to substitute for the highly cultivated standard of Arabian life. Gradually the African Arabs were driven out of Europe, and there began a reflex action of Europe upon Africa.

The end of the fifteenth century saw the discovery of the Cape of Good Hope. The navigation of the Atlantic became general, and a wholly new chapter of foreign influence in West Africa was initiated. The European coast colonies came into existence, but they were founded for the most part in the midst of the very lowest class of pagan natives. It is impossible for me to speak of them to-night. At the same time the higher civilisation of the northern edge of Negroland was destroyed by the decadent Moors, who, feeling the pressure of Europe upon their shores, overran the centre of North Africa about the year 1592, and established by force of arms a purely brutal military domination. Of this also there is no time to speak.

I have endeavoured, however briefly, to indicate the nature of the debt of gratitude which for so many centuries Europe

has owed to Africa. Hitherto Europe has failed to pay it back. Through unfortunate circumstances and by lack of knowledge, European influence on the West Coast has been exerted to little purpose. What has been done there bears no comparison which can flatter our pride with what was done by Egypt of old or the Saracens of the Middle Ages across the whole broad breadth of the upper Negro belt. The continent of Africa was no dark continent to them. Nor need it be a dark continent to us. Our hope is now that, in following the example of our illustrious forerunners in penetrating beyond the coast and carrying British administration for the first time into the fine uplands of higher Negroland, it may be our happy fortune to initiate a new era of prosperity, and to introduce into those countries blessings of peace and justice under which the qualities these peoples showed themselves to be possessed of in the past may ripen to a finer fruit.

DISCUSSION.

Sir T. FOWELL BUXTON, Bart., G.C.M.G.: We are all indebted to Lady Lugard for her extremely interesting *résumé* of the history of that region with which she and her husband are so closely identified. We have heard how one race after another has succeeded in ruling those regions. It perhaps suggests the question whether the influence which we possess there now is to last for long, or whether that, in its turn, is to be succeeded by others. But whether our rule be for long or for short, I am sure our ambition must be that it should be for the good of those we rule over, and I cannot but believe that, so long as that rule is represented by men of the type of Sir Frederick Lugard, it is and must be for the good of the natives of those parts. I think one policy which we should wish to see adopted, and which I have reason to believe is fully adopted on the shores of the Niger and adjoining regions, is that of ruling, as far as possible, through native chiefs. It may be that the rule of the native chiefs does not in the immediate present rise to that degree which we should desire, but, at all events, to some extent it prevents violent friction. Where rule means setting aside the rule of the native chiefs, and governing directly by administrators from the ruling race, there must be more or less friction, which it must be desirable to obviate, and I venture to believe that Sir Frederick Lugard is one who seeks, as far as possible, to make British rule felt and extended through the agency of the native chiefs. I believe there are parts of the world where, in time gone by, the native chiefs were set aside and a more direct rule

has been attempted to be introduced. This has led to trouble, and been costly in life and treasure. I venture to think a better state of things is going to prevail throughout the country now influenced by Sir Frederick Lugard and Sir William MacGregor. We are in close touch with the French, and we have reason to believe our relations with them are of a more friendly kind than in the past; and I hope we are right in thinking that the harmonious state of things is going to be strengthened and made firmer. In the course of the Paper we heard how the peach-tree was found in Africa and brought to Asia and to Europe. It would be interesting to know whether the peach still grows and prevails in the interior of Africa.

Dr. F. CARGILL (Resident at Kano) : I stand to-night in the place of Mr. Wallace, who is a great authority on West Africa, as you know. He has had to go away, and has asked me to represent Northern Nigeria. We have listened to an extremely interesting lecture. I myself, as you know, come from the part of the world which Lady Lugard has dealt with, and I confess she has told me a great deal I never knew before. I don't pretend to follow her in her historical *r  sum *, but I have just come from Kano, and you may be interested to know the situation there at present. You have just heard of Sir Frederick Lugard's policy of ruling through the chiefs, and, as you have been told, a few weeks ago the Emir of Kano came down to pay his respects to the High Commissioner. It was a big business for such a man to come 240 miles, taking with him about 2,000 people through a waterless country with few inhabitants, providing his own transport and pack camels, oxen and ponies, to last two months, and all to show his loyalty to the Government. Kano, as you know, has been conquered only one year. We have been told that we owe a duty to West Africa, and something which the Emir wrote to me the other day will perhaps bring that home to you. In the course of his letter he said : "All the people in this country, our women, our children, and our goods, are in your hands ; it is not your doing, it is God's will ; if you do ill, the discredit is yours ; if you do well, the praise is yours. Ponder over these words." I think those words are worth pondering over, and I commend them to you.

Mr. ALFRED MOSELY, C.M.G. : I simply wish to ask a question. Lady Lugard has referred to our obligation to the ancient civilisation of Africa. I should like to ask whether she can offer any suggestion as to the way we can repay it.

The CHAIRMAN (The Right Hon. Earl Grey) : Mr. Mosely will quite understand he has propounded rather a large question, and I

think we should be glad, knowing, as we do, his originality and imagination, to have his assistance before we attempt to define the exact manner in which the indebtedness of Europe to Africa shall be repaid. He will admit it has got to be repaid, and that the problem how it is to be repaid is occupying the attention of Sir Frederick Lugard from morning to eve, and is never absent from the mind and heart of Lady Lugard herself. Dr. Cargill has told us that he has learnt much from Lady Lugard's lecture of the country from which he has just come. In that he is by no means alone. I have myself discovered that when Lady Lugard speaks, even to experts on their own subjects, she invariably throws light on the subject which is new to them. I think we all of us have heard with surprise that there was for so long a space as 800 years in the midst of what many of us believed to be the dusty Sahara, such a rich, powerful and delightful society as she has described—a society so cosmopolitan in its character, a rallying place for the learned of the world, where they fed off the most delicious peaches, served to them on golden plates, and a place in all respects entitled to the name of "The Queen of the Soudan." It was, in fact, the Paris of the Soudan plateau. We may hope Timbuctoo, under the rule of our friends the French, will enjoy conditions of administration which will enable that centre to recover her lost prestige and character. We have every confidence, so long as Nigeria is under a rule of such a character as is now brought to bear on the administration of its affairs by Sir Frederick Lugard, that we are on the right way to repay the debt which Mr. Mosely is so anxious we should repay as quickly as possible. I have to thank Lady Lugard on your behalf for having unfolded to us this panorama of the past, for having sketched in her lucid and inimitable manner the history of that early civilisation which brought distinction to Negroland at a time when our ancestors expressed their taste for decoration in skins and woad. She has reminded us also that Europe is under a debt to Africa, and that indebtedness still remains. It will not be the fault of Sir Frederick Lugard, who administers the province brought under the Union Jack by the genius and energy of Sir George Goldie, if that indebtedness is not removed, or if we do not pave the way towards removing it. The other day Mr. Emmott, one of our most promising Liberal members of Parliament, described Sir Frederick Lugard as the principal asset of Nigeria. Well, so long as he is not interfered with by politicians at home, I believe it is perfectly true he is the best asset Nigeria possesses; and

the fact that he has the right to draw, as he undoubtedly does, on the lofty idealism, the untiring industry, and the sound common sense of Lady Lugard does not diminish the value of that asset. The circumstance which Lady Lugard brought out in her Paper, and to which Dr. Cargill has referred—namely, the continuity of life, which has passed down the long staircase of the ages and has remained unchanged to such a degree that Sir Frederick Lugard has, within the last few weeks, renewed in his own person the experience of Solomon—must be a warning to every one of us that we must not rashly attempt to apply the principles of our mushroom civilisation to the conditions of that country. Sir Fowell Buxton ventured to give expression to the policy which should regulate the relations of the administrator to the native. I have also been in Africa, and I have learnt from personal experience how extremely dangerous it is to dogmatise from this country as to what the policy out in Africa ought to be. The right policy, however clever we may be, is to get the best man you can and to trust that man on the spot. Of course, the principle to which Sir Fowell Buxton gave expression—that we should rule through native chiefs as far as possible—is one to which we shall all agree; but we must recollect that before the *Pax Britannica* was established those native chiefs used to eat each other up with the greatest possible alacrity and enthusiasm, and it is owing to our presence and influence over them we are able to establish peace and justice and good living among them. How we are to regulate the relations of the white man to the black in that country is not for me to say; it is one of the most difficult problems of our time. The one fear I have is that Nigeria may become, in its turn, the sport of party politicians. We have a large number of natives for whom we are responsible. South of the Zambesi the relations of the white man and the black will, in course of time, be managed by the Federal Parliament of the United States of South Africa. In Nigeria, I do not see how you can avoid Imperial administration; that is to say, the responsibility of Downing Street. It is most important, as we all must agree, that the principles of that administration should be founded upon justice and firmness, and upon such a knowledge of local conditions as will enable the British administration to advance the civilisation of the natives upon a continually ascending scale. Mr. Moseley will forgive me if I make a suggestion. There are few men who have done better service to the Anglo-Saxon race than Mr. Moseley. He has taken over a Commission of Educationists to America, in order that we may understand where Americans have

the advantage over us, and also a Commission of Operatives and others in order that our workmen, through the eyes and ears of their leaders, may learn where American labour is more efficient than ours. And both these commissions have been followed by most important results. Now, there is one commission which, as it occurs to me, we want in Nigeria, and that is a commission of scientific research to look into the conditions of that country, and to see exactly what is wanted to establish such a relation of the white ruling race to the big black subject population as will enable us to lift up the black races for whom we are responsible to look to the future with a certainty of confident hope. Lady Lugard has referred to the Hausas and the Fulani, who must, at any rate, have a large infusion of non-negro blood. We have also in the south of that country the sweepings of the Soudanese plateau. There you have the cradle from which the 12,000,000 negroes now in the United States sprang. I should like to know, is it not desirable we should ascertain what are the characteristics of these races—how much they owe to heredity and to environment, and how far these characteristics have been modified by the discipline of that negro race during years of slavery in America, and afterwards by the freedom they have enjoyed during the years since they were emancipated? I have read that the negroes in America, since their emancipation, are reverting to their original type (I do not say how far that is true), that the old race-characteristics are asserting themselves, that in the competition between black and white they cannot hope to succeed, and that they are, whatever the outside appearances may indicate, a decaying race. Well, we want to begin on scientific grounds, and I should like to see a commission of experts, men who have no bias, no prejudice, no purpose of their own to serve, except to get at the truth, who would study this question scientifically, with a view of forming conclusions which should guide the opinion of Englishmen as to what the duty of the white ruling race is towards this big black race for whom we are become responsible. We have many duties towards them, and I don't believe it would be possible for any man to render a greater service to the Empire than to provide us with an organisation which shall enable us to use the best brains England and America and Africa can produce, who should meet together and discuss and formulate their conclusions as to the right principle which should govern the administration of these big black populations in the heart of Africa. I will now ask you to give a cordial vote of thanks to Lady Lugard, and I am sure that at the same time you would wish to

say how heartily, through her, we wish her husband godspeed in his work in Nigeria.

Lady LUGARD: I have to thank you all very much for your cordial vote of thanks, and I will ask you to join with me in thanking Lord Grey for so kindly presiding.

AFTERNOON MEETING.

AN AFTERNOON MEETING was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, May 31, 1904, when Mrs. ARCHIBALD R. COLQUHOUN read a Paper on "Women and the Colonies." Sir Cecil Clementi Smith, G.C.M.G., a Vice-President of the Institute, presided.

In introducing Mrs. Colquhoun the Chairman spoke of the subject of the Paper as one of great interest and importance.

Mrs. Colquhoun then read her Paper on

WOMEN AND THE COLONIES.

I FEEL that in choosing such a general title for this Paper I am challenging criticism, since it is only of certain women and certain colonies that it is possible to speak in the time at my disposal. It was my intention, however, to try to keep myself as far as possible to the broad view of the subject. More properly, I should have spoken of "British Women and Colonisation." I want, if I can, to crystallise one or two ideas in this connection which are, I think, sometimes lost sight of in the discussions which rage round the kindred topic "Should Women Emigrate?" I have recently read an interesting discussion on this subject in which several well-known men and women took part, but I must confess that the question "Should Women Emigrate?" appears to me about as intelligent as another old favourite, "Should young men marry?" As Sir Roger de Coverley remarked, "There is much to be said on both sides," but the arguments put forth nullify each other and become useless in the teeth of the fact that young men don't marry, and women don't emigrate.

I want, for the sake of convenience, to enumerate some of the favourite arguments used in the women's emigration question. You will, I feel, be disappointed if I fail to remind you that there are a million more women than men in Great Britain, and over a

quarter million more men than women in Canada, New Zealand, and Australia. As the natural destiny of the average man or woman is matrimony, the inference seems obvious. The next argument is the question of work. Whereas the labour market for women is overstocked in England, so that there are said to be over a thousand typewriters in London alone earning less than 14s. a week, there is a steady demand for women workers in the Colonies; *ergo*, the superfluous woman has but to cross the ocean to find work if she wants it, or a husband and a home if her inclinations are that way. Stated in this manner, with a few picturesque details as to the blessings of a woman's presence on the lonely prairie, her elevating effect on the ranchers, and the atmosphere of rude chivalry which will surround her, the picture heightened in effect with some account of her loveless, hopeless existence in the country town "at home" and her possible battle with poverty, this argument is so convincing that one feels sure that the solution of the industrial and social problem is here presented. Probably, however, one makes mental reservations. Of course it would be iniquitous to send out to the Colonies women of our fast dwindling domestic class. No! it is our poor relations, the unendowed daughters of middle-class fathers, that we desire to see comfortably settled in a good situation or married to some promising colonist. The problem of striking a better balance between the sexes throughout the Empire, therefore, becomes complicated by this fact. We desire to accomplish the adjustment by drawing on a particular class of women from a special grade of society. This at once restricts our activities, as I shall shortly show.

It is encouraging at the outset to find that every facility is offered to a middle-class girl or woman who desires to emigrate. Thanks to the B.W.E.A.—which is not so formidable to approach as its elephantine name would suggest—a girl can have information, advice, and assistance at the start, protection on her journey, and every help in the colony to place herself. The expense of emigration is so small under their auspices as to deter no one, but in suitable cases they can even lend the money. There are training homes where women can be taught what will be most useful in their new life, and there are classes in schools and polytechnics where a "Colonial course" is given. Indeed, I do not think there is a single serious difficulty to be found in the path of a healthy girl of the middle class who desires to try her fortune in a new country. I do not think I am going too far when I say that even a girl with no means, if she is suitable for colonial life, can obtain, through

societies interested in the subject of emigration, loans which will enable her to obtain a thorough training, and to make the journey to Canada, where a situation will be found for her. There is an old saw to the effect that you can take a horse to the water but you can't make him drink, and that, I fear, despite all encouragement, is the attitude of the British middle-class woman towards the Colonies. Reading the rosy pictures in emigration handbooks and similar publications, one has a vision of the B.W.E.A. besieged by an army of reduced gentlewomen and penniless daughters of professional men, all anxious to escape from bondage into freedom. But, alas! the attitude of the English woman towards the Colonies is one of suspicion, indifference, or even fear. She prefers a hundred years of shabby-genteeldom in England to a cycle of Canada. The proof of this lies in the figures supplied by the B.W.E.A. As they are specially anxious to help gentlewomen to go out, I do not think they would allow any eligible one to stay back for lack of encouragement, and yet out of 2,000 applications to their office last year only 400 women went out, and of these I think, on a liberal computation, less than half belonged to the middle class.

Before going any further I want to explain that my own point of view is that of the woman-worker, and I was privileged, as a girl, to see it from the inside, as a real and not amateur worker. I am not likely, therefore, to underestimate the arguments as to the over-crowding of the labour market and the increased intensity of the struggle for life into which so many women are plunged. I have lived, too, in provincial towns, in the middle-class circles in which a young man is as rare and precious an apparition as the dodo. Madame Sarah Grand describes the girls of such a circle wilting on their stalks, growing bitter, or even feeble-minded in their frustrated hopes of matrimony. I confess I think that part of the picture is overcharged. We used to play hockey and cricket among ourselves, with the curate for umpire, and we had a fierce debating society in which man and all his works were mercilessly treated, and the joys of womanly independence set forth in essays. At the same time, I think every normal healthy girl would like to be married, and if she can only find the right man she will achieve the highest possible point of human felicity. The more complex our civilisation, and the more highly developed our brains and nerves, the more difficult it becomes to adjust ourselves sufficiently to attain this felicity; and it is, I think, a mistake to imagine that *any* husband is better than none at all, though I can readily believe that, from the colonial point

of view, *any* wife is preferable to a bachelor existence—and bachelor-cooked meals.

Before we begin to generalise about these things, however, let us see of what material our army of superfluous women is composed. There are no superfluous women in the so-called working class. We all know that marriage is the rule and not the exception with them, the sexes are evenly balanced, and, as far as work is concerned, there is an unlimited demand for exactly the labour they ought to be able to supply, only that they prefer to invade the ranks of governesses, teachers or typewriters, or go to factories. It is the distribution, and not the number, that forms the problem of working-class women. We are concerned, however, with the middle class, and here the disproportion between the sexes is indeed striking. Very few professional men can afford to start more than one son in the old country; the others go abroad—to the United States or Colonies—the girls stay behind. Thanks to the agitation as to women's education of recent years, these girls receive a more expensive education than formerly. *Paterfamilias* has been told so often that it was not fair to send the boys to college and keep a second-rate governess for the girls, that he submits without a murmur to the bills from the modern ladies' school, in which the subscriptions to hockey and cricket clubs, the fees for physical culture and domestic economy classes, and all the other items of young ladies' up-to-date education are as numerous as the extras of a public school account. Athletics, be it noted, are now as important a part of a successful curriculum for girls as for boys, and the former have imbibed much of their brothers' attitude on the subject. But whereas the boy on leaving school or college is usually launched into the world and left more or less to his own resources, the girl returns home too often to a life which, though full of occupations, is simply a pursuit of distraction, and to an atmosphere frequently vitiated with luxury. I am speaking advisedly, even of middle-class homes, where the income frequently is entirely dependent on the exertions of the head of the family. Nowhere has comfort been brought to such a pitch as in the English home; nowhere—not even in that land of luxury, the United States—does life move on such well-oiled wheels, even in the families of the merely moderately well-to-do, and the standard of "appearances" is even higher than the standard of comfort. The girl takes her cue from her surroundings, and with the thoughtlessness of youth is inclined to demand more from life than her indulgent parents ever contemplated. She will take great interest in domestic economy

classes and come home with copious notes, but she will hardly dust a room or help to make a bed. She is willing to attend St. John's Ambulance lectures, but is bored to death if asked to go and nurse a sick relative. The standard of living has risen faster even than the standard of education. Women want finer furniture, finer frocks, more amusements, more change, daintier food, a more elaborate style of entertaining.

Of course the tragic moment arrives when the father of such a family is lost, and the educated, refined, luxurious, and, too often, incapable women who were dependent on him are reduced either to a tiny income, or even, as is not infrequent, to beggary. We are accustomed to this phenomenon in our social life—so accustomed that we hardly realise that ours is practically the only country where such a state of things is common. In Great Britain, not only the laws of inheritance but the deeply-rooted custom of the country make it not only possible but almost inevitable. The British middle-class woman pays for the luxury of her home by the fact that if she marries she gets no dowry (and the lack of a dowry too often stands in the way of a happy marriage), and if she remains unmarried has no claim on her father's estate, while very often the expenses of her early home swallow up what might have provided her with an income in later life. The daughter's right to an education almost as expensive as her brother's might be thought to equalise things, but, although progress has been made in this direction, I am bound to confess that it has hardly justified the fuss made over it. What is the result of women's higher education as it now is, taken in the aggregate? A few brilliant exceptions, but as a rule a mass of mediocrity. Like the poor in Tennyson's "Northern Farmer," women's work "in a loomp is bad"—hasty, imperfect, lacking in grasp and thoroughness. Crowded as is the labour market at this moment, I unhesitatingly affirm that no healthy, capable woman with a training in any trade or profession can fail to find work. Of the army of typewriters in London alone earning less than 14*s.* a week of whom we have heard (many of these girls, of course, do not belong to middle-class homes), although typewriting is an extreme case of overcrowding, I am afraid that very few are worth much more than they get. I know from experience that they can, as a rule, neither spell nor punctuate correctly, that they divide their words regardless of syllabic laws, and are incapable of transcribing a French or German sentence without errors. We are thus driven to the conclusion that the superfluous woman is also, as a rule, an incapable woman. She

may, of course, have latent capabilities, and in that case, unless she is too old to make a fresh start in life, she can, even in this over-populated country, find a scope for her energies. I repeat, there is work and to spare for the strong, bright, practical woman, particularly if she understands the meaning of punctuality and exactness. A country like our own, in an advanced state of civilisation, with increasing wealth and luxury, gives employment to women in far greater proportion to men than the newer lands, for there are innumerable trades and professions devoted to the luxuries of life for which only light and feminine work is needed. Here we have one of the great reasons against any extended movement for the emigration of educated, capable women.

Now, what does the Empire outside Great Britain offer to the less qualified in this struggle for life? I hope there are ladies from different Colonies here who will be able to throw some personal light on the subject. I can only speak myself from a very limited experience and knowledge. Of our tropical Colonies and of the Indian Empire I do not need to say much, but I want to say a few words. It is as wives to officials or traders that most women make their homes in these countries. In many cases life is made easy for these women by the conditions of domestic life in countries where labour is cheap, but there are corresponding disadvantages of many kinds, and I think that many of our young men in Government service or in business in these outlying parts of the Empire realise that the modern English girl is getting too exacting in her demands on life, too much bent on her own pleasure, intellectual or athletic, and lacking in the spirit of self-sacrifice and devotion which would make light of difficulties or discomforts. They hesitate before they ask these girls to share a moderate income under such circumstances, and, as they are perfectly comfortable themselves in the bachelor chummeries which are a feature of Colonial life in the tropics, they too often lose their domestic instincts altogether.

It is, however, of the self-governing Colonies that one naturally thinks in connection with our surplus women, and before I say anything about this great sphere for the expansion of our race I want to draw your attention to a very significant fact. None of the handbooks published by the Colonies, with the exception of that for New Zealand, contain in their indices the word "woman." I can think of no explanation of this singular omission except that the handbooks were compiled by men for men, and that the compilers were not conscious of any "crying need" for women in their own Colonies.

When we remember that in most colonial communities women enjoy municipal rights, have superior privileges under the Married Women's Property Acts, and in New Zealand, the Commonwealth of Australia, South Australia and Western Australia, are admitted to the franchise, one feels the more surprised at this omission. Might I suggest that the last-named circumstance gives a clue? These pusillanimous men, having given women their "rights" while they were too few in number to be dangerous, are afraid—positively afraid—to stimulate woman's emigration lest they should be swamped at last by the female voter! Here is another aspect of the "superfluous woman" question—we shall never get the franchise in this country while we are in a majority of one million. Think what a walk-over the woman's candidate would have!

Australia, I understand, does not ask for any special tide of women's emigration, and only assists it in the case of female relatives of settlers already in certain States. The well-to-do inhabitants of the few great cities would like to increase their supply of domestic labour, and private families often wish to have a thoroughly good English governess, but the expense and risk of taking girls out this long distance are almost prohibitive. What openings there are for independent women in the various States it is difficult to gauge, but it must be borne in mind that the urban population is gathered in a few somewhat crowded areas, in which the efforts of a democratic Government have provided, at public expense, schools, colleges, music conservatoires, everything free, or nearly so, and against this machinery the private individual can make little headway. At the same time there is among Australian women of such cities as Melbourne, Adelaide, and Sydney an awakening of intellectual life, a height of culture in many cases, and in almost all a love of the beautiful which must provide opportunities for women's work in journalism, decoration, and so forth. Although this might prove an inducement to women with small means and with ties in Australia—friends or relations among the colonists—it is too general and vague to be of service to the class of woman we are now considering. Woman's work on the Australian cattle or sheep station must vary according to circumstances. She may be the *châtelaine* of a luxurious country home or the drudge of a poor and struggling one. There are always possibilities in life for a clever capable woman; she would make a success even of the most unfavourable conditions; but here again, I fear, our middle-class girl might, as Americans say, "strike it rough." In any case it is only

as the wife or sister of a colonist that she is likely to get the experience.

I have had such happy letters from a New Zealand run that I cannot help wishing some of my "superfluous" girl friends could see them; but here, again, the writer was a woman who could have made her way anywhere. She deliberately cut herself off from many social and intellectual ties to make a home for a lonely brother, and now she has a New Zealand home and family of her own. But, though she has independent means, she can purchase no immunity from household cares. "I am cook, nurse, housemaid, gardener, and odd man all rolled into one," she writes, and I am sure she performs all these functions admirably—partly because in her sensible Scottish home she was brought up to turn her hand to anything. The climate, she says, makes a great difference to one's energies, and yet even this most successful woman has her moments of regret. She sometimes asks: "'Stands London where it did?'" "I wonder what you are all reading and painting and playing." I think the bravest and strongest woman who pulls up her life by the roots and plants it in a fresh country must face not a little of this *Heimweh*, even when she has found a new heaven and a new earth; but for the weak-kneed, the unwilling, or those who cannot make a niche, it must be heartache indeed. New Zealand in any case, however, offers no outlet for our superfluous thousands except as wives or relatives, or possibly in the case of women with a small capital or income who can obtain an assisted passage. Perhaps someone here can tell us later what openings there are for the latter.

South Africa may eventually become a good field for women, but at present, although there has been a small demand for governesses, teachers, and trained servants (the last named are given a practically free passage), the conditions are too difficult and the expense of living is too high in most of the centres to make middle-class emigration possible. I understand that the well-to-do Boers are anxious to secure English ladies as governesses, and a very interesting and useful experience may be gained by well-qualified women; but obviously these positions, which require unusual self-reliance and tact, are rather for the specially capable than for our superfluous woman.

It is to Canada, therefore, that we must look for our chief field of colonisation, and here we are able to get very definite information. The Canadian women, if comparatively few in number, are well organised for all purposes. The Woman's Federal Council binds

together for mutual aid a number of other societies and associations having for their object the welfare and advancement of women. A very interesting woman's handbook for Canada was issued under the auspices of the Council some years ago, which gives a great deal of information on subjects of interest to women. Time forbids that I should attempt to give any details of the multifarious posts filled by members of the weaker sex, or of the facilities given them. At the present day these have, in fact, little bearing on my subject, for the crux of the situation lies in the fact, in which every authority agrees, that more women are *not* wanted in Canada as typewriters, nurses, secretaries, teachers, nor in any of the professions (unless they go through a training in Canadian colleges or schools). In the lower ranks of life there is a demand for factory hands, to meet which a very laudable scheme has been set on foot to relieve the pressure in our labour circles in London. The "crying need," however, has been and is for "domestic servants," and, failing those, for "mothers' helps." The difference in the work of a domestic servant and a lady help I have not discovered, but there appears to be a considerable difference in their salaries ; the privilege of being treated as "one of the family" being regarded as the equivalent of some five to ten pounds a year, while a really trained servant can command twice as much.

Do you remember my picture of the middle-class girl, drawn, alas ! from life ? Do you remember her habits of luxury, her up-to-date education in a smattering of 'ologies, her enthusiasm for games, her contempt for "drudgery"—by which name she dignifies any form of household work ? Well, then, I think you cannot be surprised if you meet with scant enthusiasm on her part when you suggest that she should take a place as "mother's help" on a Canadian farm at a salary of £25 a year. I hope very much that some Canadian lady will be able presently to tell us some of the actualities of Canadian life which will show how ill-founded are the fears of my superfluous girl. I know, of course, that there is no loss of social status in doing household work in the Colonies. I know that there is more variety, more companionship, a wider, freer life, more appreciation, and more chance of getting married or having a home of one's own ; but the broad fact remains that one must pay for all these advantages—even more for the home and husband—in the solid cash of hard bodily work, harder probably than the average general servant at home would care to perform. I expect you will say that my superfluous woman is probably unfitted for more skilled labour with brain or hand, and that if she

stays at home she has to work at something—and work hard. But women are always opportunists, and will potter along indefinitely, hoping for better times and waiting for something to turn up. One has only to read the advertisements of ladies desiring situations as companions—"salary not so much an object as a comfortable home"—to realise the invincible optimism of our sex. Then, of course, few are clear-sighted enough to realise their own limitations, and when they see women all round them making comfortable livings they think their turn may yet come. Many, of course, have ties at home which they cannot break, but the vast majority are deterred from seeking their fortunes in a new country by this fact—that the only opening offered to them does not appeal to their imaginations.

I need not say that I do not share this prejudice, but I think it ought to be taken into consideration by everyone interested in the Woman Question. We have to take the world as it is, not as we would have it; and in our world to-day it is not so much the surplus numbers of our women as their characters and training which are a grave social and industrial problem.

Among the best suggestions I have seen for spreading our female population more evenly over the Empire is the one that boys who colonise should be joined in a short time or perhaps accompanied by a sister. This is apparently a simple and practical solution, but for the fact that many of our girls would refuse to go even if their parents wished it, and even if the brother himself wanted to be hampered by a "petticoat" in whose common-sense and knowledge of household affairs he had little confidence. I feel sure that many young colonists, coming home for their first well-earned holiday, would take back "another fellow's sister" as his bride, were it not that he is daunted by the luxury and extravagance of the girls in his "set" at home.

Here, then, is my first practical suggestion. Let us try to inculcate simplicity of taste, industry, and homeliness into our girls, and then they will be better equipped for the battle of life, whether at home or in the Colonies. I think it would be an admirable plan if fathers upon whose precarious lives depends the future of several daughters would overcome a natural reluctance and part with some of their girls while they are still young. At twenty-four or five many girls get tired of a round of amusement and would gladly try life under more strenuous circumstances. Divert this stream from the hospitals, art or music schools, and let them try a few years in Canada. With a home to fall back on the experiment would be a

far less trying one. I am inclined to think that after a certain age a woman is too deeply set in one groove to be happy in another ; it is the young, strong, and plastic to whom life in a young country is best suited.

Secondly, I should like to put the subject on a higher footing. "Emigration" suggests something unpleasant—the last resource of the unsuccessful; a refuge for the destitute. I hope I have made it clear that this is not the sort of movement with which I am in sympathy. I should prefer to speak of Woman's Colonisation and to see strong, brave, clever, capable English women carving careers for themselves in the Colonies. The beginnings of such a woman might be humble, for, as I have said, very few professional posts are open to outsiders, but she would soon find her level and would become a valuable centre of sweetness and light in the new communities. What work for the Empire has been done in old times by such women—is still done in our Crown Colonies, as well as in self-governing ones, by wives, sisters, and mothers ! Women with small incomes which would relegate them to obscurity at home might do well to consider the possibility of more useful and happy lives in communities where women are still scarce. There are many inducements to ambitious women to make the Colonies their home. In New Zealand women have the franchise, and, contrary to expectation, it has not turned their heads. They have also the right to vote in the Commonwealth of Australia and in the States of South and Western Australia, though not in Queensland, Victoria, or New South Wales. Full municipal rights and the right to sit on school boards are also granted to colonial women, and give them privileges superior to those of the homeland. A more important point, to my mind, is the legal position of women ; and I think I am right in saying that in Canada and Australasia this is distinctly better than at home. The laws as to the protection of women's property are in advance of our own wherever it has been possible to make them so : of course the Common Law of England is the basis all over the Empire, but there are more liberal provisions on points connected with marriage, the custody of children, and the rights of married women. Most colleges and universities are open to both sexes, where they can take diplomas—for instance, in medicine ; and Canada, which has some exclusively male foundations, has established others for women with the power of granting degrees, divinity being practically the only one from which women are barred. There is no obstacle in the way of a woman who wishes

to qualify for the legal profession, and one woman actually practises as a solicitor in Canada.

I think I have said enough to show that there is plenty to tempt a clever ambitious woman to try her luck in one of our daughter-lands, and this brings me to my last point. One great reason why there is a difficulty in getting women colonists of the right class is because we women of England have forgotten our patriotism. When we read the story of ancient colonisation we do not find that the women waited till all was made smooth for them. No! The mothers of our race went forward side by side with their men into the wilderness. They were inspired with the dauntless courage and self-devotion which has made the Anglo-Saxon peoples what they are. I am afraid we are but degenerate descendants of those women. It is not to everyone that comes the call from the wild; many of us must play our parts in narrow circles here at home, but can we not rise beyond our environment to the conception that we are but a tiny speck in a great Empire? How little such an idea—such a conception—plays in the life of an average Englishwoman—how completely provincial she is in her round of duties, interests, and pleasures! How few women are there to whom this great question of the Federation of the Empire is more than a series of phrases! How many there are to whom the various parts of the Empire are little more than geographical names! If geography is better taught to the next generation (and since a chair in Geography has actually been installed at one of our Universities we may surely hope for better things), this reproach at all events may be removed. There is a league for linking up the schools of the Empire, which may also do much to promote the mutual acquaintance of Britain and her Colonies; but a great many women in this country could do valuable work for the Empire to-day if they only took the trouble to supply that shelf of their minds which is vaguely labelled "Colonies" with particular and accurate information, and if they endeavoured to promote an interest in their own circles in all matters connected with our scattered Empire. If only to teach the story of Empire to the next generation and to awake in each childish breast a feeling of patriotism, founded on something better than ignorant jingoism, it is worth while for the mothers of England to rouse themselves from an apathy which is undeniable. I do not want to see more so-called "political women." I do not think women adapted for party politics, nor, save in exceptional cases, have women done good work as partisans. But Imperialism need not be confined to the sterner sex. Within its ranks is plenty of

room, plenty of scope, its influence is wider and nobler than the rival interests of parties, and it appeals peculiarly to women because it affects so strongly the home, not only of the present but of the future. A great proportion of our race as yet unborn must find its homes in lands across the sea. Is not this idea enough to rouse the interest of the mothers of that race in everything that appertains to the welfare of those lands?

Of course I am like the parson who abuses the attending congregation instead of the absent, for ladies who come to the Colonial Institute meetings show that they do not deserve reproach on the score of indifference. But my words may reach others, and on one and all I urge the necessity that we women should take our part in the work of federating the Empire. Until we understand what the Empire means we need not trouble exactly what form our efforts shall take. Instead of taking a course of Browning or Dante lectures this year, let us have a course of Colonies—especially Canada! We can soon decide which branch of federation work appeals to us most, and even if none of them come our way we shall have infinite opportunities of interesting others. Intelligent women who have carefully read and weighed all the descriptions of life in the Colonies could influence many at the parting of the ways to whom such life would be congenial. They would act as colonisation agents, far more powerful because unconnected with any Society. I appeal to the clever, college-bred woman as well as to the butterfly species. Our bookish, academic people are often as narrow in their conceptions of national life as the merest rustic, and much more contemptuous of anything "colonial."

This is what I would make the keynote of my Paper. It is not through State or Charity-aided emigration, not by shipping off our incapables *en bloc*, nor by trying to attract them with promises of marriage or other bribes that we can best attack the question of Superfluous Women in Britain and the Want of Women in the rest of the Empire. What we want is an alteration in woman's attitude, especially in the attitude of the middle-class woman—more courage, more simplicity, and above all more patriotism.

DISCUSSION.

Lady KNIGHTLEY of Fawsley, while expressing appreciation of the extremely interesting Paper, thought that Mrs. Colquhoun had been a little hard upon the ladies; for instance, she did not give them

quite enough credit for patriotism. At the end of the war, when the Government asked for teachers for the Boer Concentration Camps, no less than 3,000 responded to the call, a considerable contingent coming from Canada, and this though the country had not even been settled. Her own society being the South African Colonisation Society, she was particularly pleased that Mrs. Colquhoun had expressed a preference for the word "colonisation" as opposed to "emigration." The society did not at all want to send out "incapables" to the Colonies. The Colonies would not thank them for "dumping" them there; quite the contrary. The society were trying to send out well-trained and capable women of all varieties of occupation, and perhaps the best part of their work was that which dealt with education. In the past year they sent out as many as 90 teachers of all sorts, from principals of High Schools down to the little nursery governess who went to teach in a farm school upon the veld, and she could not help thinking that the influence of these women on the future of South Africa must be of considerable importance. It was a feather in their cap that the society had sent out one teacher to a Dutch Reformed School who was so satisfactory that the managers had asked for another, and the operations of the society's education committee had inspired the authorities with so much confidence that the Director of Education in Cape Colony declined to have teachers selected by any other body. Of course the chief demand was for servants; that was the case all over the world. She could not say the society were particularly anxious to send out servants, who were so much wanted at home, but of course they must send out what was wanted, and in the past year they sent out no fewer than 754 women to the Transvaal alone, most of whom were of this class. They had had many difficulties to contend with, but the work was progressing satisfactorily, and the society was firmly convinced that by promoting the flow of capable and suitable women they would be doing a great deal to foster confidence between the Mother Country and the Colonies.

Lady HAMILTON observed that Mrs. Colquhoun, in her really delightful Paper, had thrown down the gauntlet on many matters. As to our ignorance of the Colonies, Lady Hamilton did not think that this ignorance after all was really so great as had been represented, for, go where you would nowadays, there was somebody who wanted to know more about the Colonies because they had a brother, an uncle, or a distant cousin in one or other of them. The Victoria League, by its lectures in different parts of the

country and in other ways, was doing an excellent work in bringing a knowledge of the Colonies home to the people of this country. In the course of the discussion she hoped a clear reply would be given to these several questions—where are women wanted? what sort of women are wanted? what training is required? what is the necessary expenditure, and what is the probable return per cent. on the capital expended? In the last fifteen years or so it would be interesting to know what solid sum had been expended as the mites of the spinsters and widows in giving them a so-called training for which there was no demand.

The Hon. Mrs. JOYCE remarked that Lady Hamilton had complained of the want of information. She would commend to her and to others a little organ called "The Imperial Colonist," published jointly by the British Women's Emigration Association and the South African Colonisation Society. In that magazine information was given monthly, quite up to date, from all the Colonies, and the editor was about to publish some questions and answers, so that everybody who wants direct information will be able to secure it. Something had been said about the want of practical knowledge on the part of a great many women who wished to go out. In connection with this point she directed attention to the work of the Leaton Colonial Training Home. The first feature was that there was no servant in the establishment of any kind. Every young lady must take turn about to every kind of thing wanted in that charming old farmhouse; there was a lady superintendent who taught things in the farmhouse way, and they had no appliances there which could not be found in the Colonies. Cooking, baking, laundry work, poultry-keeping, bee-keeping, and ambulance practice, all these and many other things were taught, and the greatest treat you could have when you had finished your education was to harness and ride a carthorse. The results were extremely happy. As an example she mentioned that a lady who went out to the Argentine, where her husband was a fruit-grower, found she could not get on at all, as there were no servants to be had, so she came back to England and went to the training home, and eventually went to live in British Columbia, fully equipped in every respect for colonial life. Reference had been made to the possibility of young women going out at the same time as their brothers, and one of the most practical forms of emigration for the yeoman class was brother and sister colonisation; a practical way being for the sister to go and live as one of the family in the farmhouse in the neighbourhood in which her brother was learning his work on a farm.

By the time the brother had learnt to farm, his sister in the neighbouring farmhouse had learnt how to manage things in the Canadian way. A result would sometimes, of course, be that before the brother had taken land of his own he desired to take a bride to his own household, but at any rate the sister had had the advantage of a Colonial training, which included among many other things an understanding of the eccentricities of the Canadian "stove." In Vancouver City and New Westminster, as she could testify, there were a great many openings for useful handy women. The young women whom her society sent out went to the home there for a short time; the excellent lady at the head of the institution studied them individually, and she said she could make a good "fit" for them in the places to which she recommended them. Any woman, in fact, who had had a farmhouse training or a training at one of the Colonial homes would not fail to obtain suitable employment if she put herself, by means of the Association, through the hands of the good Mrs. Skinner. It might be thought that women who went out there must drop their accomplishments, but she had travelled through Canada and made the acquaintance of many persons who made a point of keeping up their music and reading; and in Winnipeg, for example, Shakespeare readings had been kept up with the greatest keenness. There was no reason, in fact, why women who went out should lose their culture, and the more they were encouraged to keep it up the better for future generations. There was no country where there was a deeper and truer patriotism than in Canada. Every woman who went out, she would suggest, should make it her business to teach her charge as one of the first lessons in patriotism how to put together the component parts of that splendid puzzle, the Union Jack. Some years ago, travelling in Canada with the British Association, she arrived at a little town not far from Toronto. A learned speaker mentioned a little anecdote about the late Queen. He was rather astonished when everybody got up and remained standing till he had finished. At the end of his lecture a deputation went and requested him to tell them once again that little story about the Queen. Again everybody stood up, and at the end the National Anthem rang through the little Canadian building.

Mr. J. MURRAY CLARK, K.C. (Canada), stated that, although Mrs. Colquhoun had asked for the opinions of ladies chiefly, he wished, knowing Canada very thoroughly, to say that her information as relating to Canada was absolutely correct, and he thought many of her suggestions, if adopted, would result in great good. He very

much liked the idea that the word "emigration" should entirely drop as applied to different parts of the Empire, the Colonies being as much part of the Empire as England itself. The importance of the Paper would be realised when one thought of what was taking place in the Great North-West of Canada. In a short time the greater part of the population would be west of Lake Superior, and it would not be a long period in the history of a nation before the population of Canada would exceed that of England. It required little imagination to see the importance of the British idea of "home" being firmly planted on those great prairie lands, as would be the case if many of the suggestions of the Paper were carried out. It should of course be realised that in Canada every farmer must work hard, and as a rule his wife also, though the hardships to be endured were as nothing compared with those that were met with in the earlier days of settlement by Colonists from Great Britain and the United Empire Loyalists from the United States.

Mr. J. CATHCART WASON, M.P., admitting that this was an occasion when "mere man" was hardly expected to come forward, observed that Mrs. Colquhoun had raised a serious problem that must cause every man and woman in the room to reflect. Although large sums were spent on education, our sons and daughters went forth often but badly equipped for the battle of life. Occupations supposed to be something called "genteel" were overcrowded to an appalling extent. Real useful work was often regarded as degrading, and this snobbery pervaded the atmosphere. If we could only constantly remember that

There is no office in this needful world
But dignifies the doer if done well,

we should not have so many occupations overcrowded. As regarded New Zealand, he could say that they did not want women of the superfluous useless sort, or even women who had been merely crammed for a short space in useful duties. For the proper class of women there were endless opportunities not only abroad but in this country.

Sir FREDERICK YOUNG, K.C.M.G., reminded the meeting, with regard to what Lady Knightley had said, that in early life he was trained in Colonial affairs under the founder of the Colony of New Zealand, Mr. Edward Gibbon Wakefield, one of whose great desires was to do away with the word "emigration" in favour of "colonisation," and for himself throughout a long life he never used the word "emigration" when he could help it. He confessed he had

been greatly pleased not only with the Paper but with the discussion. The underlying fact appeared to be that as a result of our artificial mode of living during the last forty or fifty years we had developed into such a condition of luxury and inefficiency that many of our population did not possess the character necessary in order to enable them to fight successfully the battle of life. He thought the whole crux of the matter was to get women, especially of the middle class, to lead more simple, more homely lives ; to work hard and at the same time intelligently and energetically ; not to neglect anything of intellectual culture, but to determine that they would be thoroughly good daughters, good wives, and good mothers to those around them, and that they would cultivate living a more simple life. If we could only raise up young women of that class in greater numbers we should find them become admirable Colonists.

The CHAIRMAN remarked that his career had been entirely in the East, and that he had no practical acquaintance with the Colonies to which reference had mainly been made. He was quite certain that nothing could better promote the object Mrs. Colquhoun had at heart than such meetings as the present. If the ladies who had addressed them would only teach other ladies to speak as they had done he could not doubt that really good results would follow. He disagreed with the opinion that ignorance was not at the bottom of this great question. It was, according to his experience, ignorance which prevented women of the middle class from going out to the Colonies. He was, in fact, perfectly aghast at the ignorance displayed by many women whom he had the opportunity of meeting. And what was done in this matter was done in such a vague, uncertain, and inefficient way that until some improvement in that direction had been made, he could not believe there would be any great stream of colonisation by women. There were very few books which dealt with the British Empire ; the subject was hardly taught at all in the school, with the result that the ordinary schoolboy's knowledge of the Colonies was really lamentable. He had had the opportunity of following the teaching in some girls' schools, and there again there was the same lamentable ignorance of the Colonies, mainly arising from the fact that there were no efficient books dealing with the subject. The Colonial Institute had taken up the subject repeatedly and had been in frequent communication with the Royal Geographical Society on this subject ; but the result, owing to the apathy of those who had charge of the schools, was not such as they could have hoped. The fact was the

subject did not pay in the examination, and until something was done in that direction he doubted whether there would be the knowledge of the Colonies which ought to be imparted to people of both sexes. He proposed a hearty vote of thanks to Mrs. Colquhoun for her valuable address, which had been so admirably delivered.

Mrs. COLQUHOUN, in reply, remarked that what struck her was the difference in the point of view between the ladies and the gentlemen. The ladies who had spoken were all representatives of various societies. She herself would have liked to hear the opinions of more outsiders like herself. Speakers thought she was rather hard on her sex when she spoke of ignorance and unpatriotism, but her point was that unpatriotism was the effect of our ignorance, and our ignorance the result of our education. The mere fact, as mentioned by Lady Knightley, that so many women volunteered to go to South Africa in the war time did not disprove her contention. The difficulty at that time was to keep people at home.

She moved a vote of thanks to Sir Cecil Clementi Smith for presiding. The Chairman acknowledged the vote of thanks, and the proceedings terminated.

EIGHTH ORDINARY GENERAL MEETING.

THE Eighth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, June 7, 1904, when a Paper on "The Commercial Possibilities of the Sudan" was read by Mr. W. W. A. FitzGerald.

The Right Hon. Sir George T. Goldie, K.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that meeting 43 Fellows had been elected—viz. 5 Resident and 38 Non-Resident.

Resident Fellows :—

Robert Bewley, Leybourne F. Davidson, Alfred Moseley, C.M.G., William Nicholas, F.G.S., G. Mawdsley Williams.

Non-Resident Fellows :—

Alfred B. Beddoes (Gold Coast Colony), Featherston Cargill, M.B. (Northern Nigeria), W. H. Champion, M.E. (Gold Coast Colony), Adam R. Creelman, K.C. (Canada), Robert H. Curry, M.H.A. (Bahamas), Henry Davies (India), Frederic V. Descrozilles (Mauritius), E. D. Dobbie (Tasmania), George P. Donnelly (New Zealand), George E. Drummond (Canada), E. J. Herrick (New Zealand), F. D. Herrick (New Zealand), Charles Wm. Holmes (Natal), Francis A. Holmes, M.R.C.S.E., M.H.A. (Bahamas), William Holmes (Natal), Augustus Hooke, jun. (New South Wales), Henry B. L. Jameson (Bahamas), Philip L. Jenkins (Rhodesia), Edward Angas Johnson, M.D., M.R.C.S. (South Australia), W. C. B. Johnson, M.H.A. (Bahamas), Benjamin S. Kelly (Natal), Gordon Le Sueur (Cape Colony), Herbert L. Lezard (Transvaal), R. Leonard Outhwaite (Victoria), John S. Parkes (Transvaal), G. A. Pingstone, F.C.S. (Rhodesia), Henry H. Scott-Riddel (Natal), Louis Wm. Short (Transvaal), Richard M. Simpson (New Zealand), Charles Stevens (Orange River Colony), Charles W. M. Sutton, M.H.A. (Bahamas), Hon. John W. Taverner (Victoria), David Tennant, jun. (Cape Colony), Charles le Fébre Van der Byl (Cape Colony), Sir William Van Hulsteyn (Transvaal), Captain C. J. Wahab (Transvaal), F. C. Willmot, L.R.C.P., L.R.C.S. (Cape Colony), J. Ronald C. Young, M.H.A. (Bahamas).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN : Those of you who have followed the history of the Royal Colonial Institute may have noticed in the Obituary

columns to-day the death of Sir James Youl, one of the Founders of this Institute, at the age of, I think, ninety-four, and the following resolution has been passed by the Council this afternoon :—"The Royal Colonial Institute have to lament the death of one of its most earnest and influential Founders, Sir James A. Youl, K.C.M.G., who, as a Member of the Provisional Committee formed in 1868 to take the necessary measures for its establishment, then as a Councillor, and subsequently as a Vice-President, took an active part in its management, as well as in all movements designed to promote the development and the Unity of the Empire. The Council desire to convey to Lady Youl and the other members of the family of their respected colleague the assurance of their most sincere sympathy." I have to ask you to associate yourselves by your vote with this resolution of sympathy.

I now have to introduce to you Mr. FitzGerald, who is a Fellow of this Institute, and who, with Lady FitzGerald, has just returned from travelling extensively in those vast regions which are familiar to us under the name of the Egyptian Sudan, although since the Anglo-Egyptian Convention of January 1899 the country is officially called the Anglo-Egyptian Sudan. Perhaps for ordinary purposes the old and short title will be sufficient for those who believe that the connection between this country and Egypt is of a durable character. And, as I am on this question of names, I must make one criticism—the only criticism I shall make in the course of the evening. I see the Paper is headed "The Commercial Possibilities of the Sudan." I have glanced, however, over the proof-sheets, and I notice that Mr. FitzGerald, wherever it is necessary to discriminate, speaks of the Egyptian Sudan. I say this because I have more than once in the last twenty years raised a protest against the growing habit in this country of designating by the general name of the Sudan that Eastern third which is properly the Egyptian Sudan. The worst of this habit perhaps is that it leads the less-informed public to forget that there is also a Central Sudan, which during the last twenty years of the nineteenth century was brought within the British Empire by a Chartered Company, now happily deceased. The habit also leads people to forget there is a Western Sudan now chiefly under the influence of France, and which for many years has been known as the Soudan Français. It is a habit, therefore, as inconvenient from an international standpoint as from historical and geographical points of view. However, that is a question of name, and we are here to-night to discuss more practical matters. When Mr. FitzGerald was travel-

ling in the Egyptian Sudan he naturally paid great attention to the important question how its resources could be most rapidly developed. This is a subject which is well worthy of discussion, and I am sure that it will attract public interest, for many reasons. In the first place, the Egyptian Sudan is the Benjamin of the British Empire. I am not forgetting the two late Republics of South Africa which have come in since; but we must bear in mind that during the last sixty years the Transvaal and the Orange River Colonies have fluctuated backwards and forwards across the red line of the Empire. I think, therefore, we may claim the Egyptian Sudan as its Benjamin, and we know that Benjamins have a way of obtaining at least their share of attention. But for a century before the battle of Omdurman the whole valley of the Nile had exercised a strange fascination over the minds of our countrymen. It is said sometimes that we are not an imaginative race, and in certain directions that is undeniable. On the other hand, when one looks on the wide extent and diversity of our Empire, and above all, when one considers the undue proportion that these small islands have contributed to remote geographical exploration, it must be admitted that in some ways we are the most imaginative race in the world. The first events which drew the attention of this country to the Valley of the Nile were of a striking and dramatic character. These were the conquest of Egypt by our great antagonist, General Bonaparte, and the historical victory of the Nile which Nelson won off Aboukir. These two events drew the attention of this country to the land of the Pharaohs, and that attention was kept alive during the next two generations by a fact belonging to a purely imaginative order of ideas, the mystery of the sources of the Nile, as anyone who studies the geographical records of the period can see. It was this force of imagination that drove Speke and Grant, Burton, Baker, and others to solve that great mystery, and I dare say there are others here who remember the enthusiasm with which their labours were received—an enthusiasm which it is difficult to realise after this lapse of time. What was it again but the force of imagination in the very highest sense that drove Gordon on his last journey to Khartum, and that kept his memory so vividly alive in the minds of his countrymen as to render practicable the campaign conducted by Lord Kitchener in 1898? Perhaps I have dwelt too much on the imaginative side of our feelings towards the Egyptian Sudan. One cannot help feeling, however, how much this faculty of imagination has had to do with the extension of our Empire. Keenly imagina-

tive were those heroes of the Elizabethan age who carried our flag over all seas. Dreamers of dreams were men like Clive, Rajah Brooke, and Cecil Rhodes, men of that type to whom we owe the building up of our Empire. But since we have obtained the control of the Egyptian Sudan ideas of a more prosaic and practical order have presented themselves. The era of romance is over. There are three special reasons, highly practical and material, why we should desire to see the resources of the Egyptian Sudan rapidly increased. One reason is the question of revenue ; that the administration may be able to maintain order, to conduct public works, and carry out the general purposes of government without having to apply to others to fill up a deficit. That deficit is about £400,000 in the present year, and, although this has to be paid from the Egyptian Treasury and not the British Treasury, the connection between the two countries is so intimate that the welfare of the one is bound up with the welfare of the other. Another reason is that it is our plain duty to do all we can for the prosperity of the inhabitants of the country we have taken charge of. Whatever may have been our policy in olden days, public conscience to-day is keenly alive to the fact that the first thing we have to consider in taking possession of a new country is the welfare of its inhabitants. I do not think we are likely to see any falling away from that high standard, and I say it is one of the leading reasons why we should wish to see the prosperity of the Egyptian Sudan rapidly developed. Then there is a third reason, no less legitimate, no less pressing—that is the development of our own trade and of the employment given to our own artisans, to those connected with our shipbuilding and seafaring classes, and others of our surplus population. This is a practical and perfectly honourable reason for acquiring new countries. To extend the Empire simply to paint the map red is Jingoism run mad, but to do so in order to open fresh markets and to give increased employment both to those who stay at home and to those who serve in the new country is, at any rate, a respectable occupation. There is one fresh market now which we wish to see specially encouraged, and that is the cotton market. You remember that the Great Commoner once began a speech with "Mr. Speaker, Sugar," and the whole house roared. Then he repeated emphatically, "Mr. Speaker, Sugar," and nobody smiled ; because sugar was then, as it is now, "the burning question of the day." I think some of our Lancashire Members might begin a speech to-day with "Mr. Speaker, Cotton." There has been a notable falling-off in our cotton from the United States, and it is of import-

ance that we should be able to supply ourselves from our own possessions. If I remember aright, the falling-off of the importation from America from 1898 to 1899 was about 80 per cent., and, in spite of some recovery, the amount is still 25 per cent. less than it was in 1898. A society called the British Cotton Growers' Association has been started with the view of getting a greater supply of cotton for Lancashire; the President of that Association is present to-night, and I hope he and others will address you on the subject.

Mr. FitzGerald then read his paper on

THE COMMERCIAL POSSIBILITIES OF THE SUDAN.

My Paper to-night is the result of observations made during several visits to the Sudan, dating from 1900, culminating last winter in an extended journey of over 6,000 miles, when I ascended the Blue Nile as far as Roseires—the White Nile as far as it was navigable to the Congo Free State and the Uganda Protectorate, together with the Bahr-el-Zeraf and the Bahr-el-Ghazal—including a brief and most interesting visit into Abyssinia through the Nuer country by the Sobat river and its two tributaries, the Baro and the Pibor.

I have no personal interest to serve—commercial or otherwise—in reading this Paper; my sole desire is to bring home to the British people—particularly to Lancashire—the immense possibilities of the extensive and practically unknown regions comprised in the Egyptian Sudan.

Behind the 200 miles of rapids and broken water that extend beyond the second cataract above Wady-Halfa, we come upon one of the most fertile of the eleven provinces which comprise that immense tract of nearly one million square miles of country stretching from the 22nd to about the 5th degree of north latitude known to-day as the Egyptian Sudan—the name Sudan being short for Beled-es-Sudan, *i.e.* Black or Negro Land. The initial, and indeed necessary, step to arrive at any clear understanding of the real capabilities of a country is some definite knowledge of its climatic conditions and soil characteristics. The fact is apt to be overlooked that beyond the sandy wastes that hem in its northern frontier there exist extensive and fertile regions which, in the provinces of Gezire and Sennar alone, are estimated at many millions of acres. The Sudan is also exceptionally favoured in

possessing one of the greatest factors in the future development and civilisation of a country—those two grand perennial, fertilising waterways, the Blue and the White Niles. The White Nile naturally stands first in importance.

The mystery that for so long enshrouded the source of this wonderful river has long been dispelled—mainly, it is pleasing to remember, through the energy and enterprise of daring Englishmen.

Probably no other river in the world, in its long course of over 3,500 miles, flows through stranger countries—of which perhaps the swampy regions of Lake No are the strangest.

These immense marshes, formed by the shallow depression or pan of what must once have been an immense lake, extend for a distance of fully 400 miles south of Lake No, covering an area estimated at from 35,000 to fully 40,000 square miles. It is believed that what between spills, overflows, and evaporation, fully 50 per cent. of the water issuing from the equatorial lakes is lost amongst these marshes.

Before passing on I would like to call attention to what I think is but too little known—I refer to the wonderful work accomplished by British officers—amongst whom the names of Peake, Stanton, Mathews, and Denny stand out prominently—who, working continuously in these feverish swamps ever since 1898, immediately after the battle of Omdurman, have at last, by the successful removal of the last block of sudd, twenty-four miles long and known as No. 15, cleared a free navigable waterway of 1,200 miles from Omdurman to Rejaf. This is not the least of the many achievements brought about by the British occupation of the Egyptian Sudan.

As the river falls, both the river banks and the islands which gradually appear are all largely cultivated. In fact one can trace the gradual progress of the declining flood by the height and appearance of the various crops. There is no country in the world where the people are so fortunate in possessing an ever new and freshly fertilised land, ready without the least trouble or preparation for immediate cultivation. All they have to do is to make a hole in the ground, plant the seed, and bountiful Nature and the rich soil do the rest.

The Bahr-el-Azrak, or Blue Nile, flows from Lake Tsana in Abyssinia, and in its course of 850 miles brings down the scourings of the Abyssinian mountains and forests. It may with the Atbara river well be described as the foster-mother of Egypt; for it is undoubtedly owing to the beneficent action of these two

rivers, whose chocolate-coloured flood waters are so heavily charged with fertile detritus, that Egypt is indebted, not only for her chief agricultural wealth, but even for the very Delta lands themselves.

The Blue Nile is navigable only for about half its length; its course is then obstructed by cataracts, commencing at Roseires, a series of rocky rapids extending for a distance of six miles. The Blue Nile may be said to be always navigable for native sailing boats except in seasons of extreme drought; steamers can navigate it only from high Nile until the middle of December.

In its course to Khartum it receives two important tributaries, the Rahad and the Dinder; both rise in the north-west slope of the Abyssinian mountains, and both flow into it on the eastern bank.

Passing on to the important question of Climate, we find that the rainy season or "Kherif" coincides throughout the country with the rise of the Blue and White Niles, occasioned by the commencement of the rains in the far equatorial regions.

In April both rivers are at their lowest. In May the first effects of the distant rains make themselves felt, and from June onwards both rivers rise steadily till they attain their maximum heights—the Blue Nile in August, and the White Nile in September. The rainfall in the more remote southern regions is practically continuous, but in the Sudan proper the rainy season may be described as extending from the month of April to September, and even to October and November in the more favoured districts. In the Gezire—that is the land lying between the two Niles—the wet season, heralded by heavy thunderstorms, usually sets in between May and June, though sometimes the first rains occur in April, and continue fitfully off and on up to the beginning or middle of October, the rain during this period falling every few days and gradually converting the heavy and tenacious soil into a bog or quagmire, practically impassable for horses and animal transport and very difficult for pedestrians. There can be no doubt that the rainfall is heavier in the southern districts; thus at Roseires, 426 miles by water from Khartum, a second rain crop can be grown.

The Senga district, 120 miles north of Roseires, can, as a rule, always depend upon the rains, the rains here being heavier than at Sennar, but not sufficiently for a second rain crop to be grown; this is proved by the fact that south of Sennar you never see those raised banks of earth with which the natives surround their fields to catch the rain-water, and which are so noticeable a feature of the districts further north. The extreme limit of the regular rains

may be defined by a line drawn a couple of miles north of Kamlin across to El Geteina.

On the east bank of the Blue Nile the rains are reported to be heavier and more regular. Thus last year in the Gezire province the rains completely failed, but the other side of the river received an ample supply, frequent thunderstorms with heavy downpours occurring on the east bank, but the rain never crossed the river. It may therefore be said, that as a rule more rain falls on the east bank than on the west, and that in the fertile provinces adjacent to the Atbara the periodical rains can practically be depended upon from June to the middle of September.

Advancing further north we find a longer dry season with a lesser rainfall. Thus, in the districts nearer Khartum, the dry season extends from the end of September to the beginning of May—July, August, and September being the months in which rain may fall. The country beyond, being situated in the drier zone of more exceptional rains, has to depend chiefly on irrigation for the cultivation of its fertile areas.

Thus it will be seen that whilst the countries surrounding or adjacent to the great equatorial lakes experience the full force of the heavy monsoon rains, these gradually lessen as they extend northward, until south of Berber we come upon practically a rainless zone.

THE DONGOLA PROVINCE.

Of the eleven provinces comprising the present Sudan, that of old Dongola, now divided into the two new provinces of Halfa and Dongola, certainly stands pre-eminent, and it is difficult, within the scope of a paper such as this, to render it the justice its importance and value demand—an importance recognised from the earliest times, as its ancient monuments fully testify, notably the ruined temples of Sukkoot, of Tolib, of Gebel Barkal, and the pyramids of Nourri. In later times this province was rightly considered one of the richest parts of the dominion of Egypt, and was the mart and great centre of trade with the Sudan. The banks of the river were lined with craft laden with gum, ivory, and senna from the Blue and White Niles. The rich alluvial plain, known as the Wady Jaijar or great Dongolese plain, is watered in its northern portions over an area of fifteen miles by the annual flooding of the river, which here, flowing between banks of exceedingly rich land, combine to place it in the forefront as an agricultural province. The whole of this fertile area, including its large fertile islands, was, in

the seventies, densely populated and universally cultivated, irrigation by means of sakyas, or water-wheels, being carried on night and day. Houses extended in an almost unbroken line from El-Haffir above the third cataract, to Ambukol, a distance of fully 150 miles.

In this province the date palm attains perfection, the large groves of luxuriant palms fringing the river banks forming its chief source of revenue—the fruit being largely exported, and comparing favourably both as to quality and flavour with the best produce of Egypt.

Grain was also largely grown and exported, and at the present time the cereals grown largely exceed local requirements.

It was also a great cotton-producing centre, and a large trade was carried on in cotton cloth called "dammur," produced by the numerous looms of the province, which, together with Berber, supplied cotton cloth for the troops and Government officials up to 1884—the cotton grown being considered the best in the Sudan, rivalling that of Egypt. The Dongolese gradually spread and extended this cultivation throughout the Sudan, forming settlements even as far south as the Bahr-el-Ghazal, such as Rumbeck, Boufi, Lesi, Amadi, and Gaza.

Some miles above Old Dongola, the river sweeps round to the north-east, making what has been described as the Great Bend, which, in its curve of nearly 400 miles, encloses the peninsula mis-named in many maps as "the Desert of Bayuda." This really consists of extensive plains divided by low hills, containing large tracts of fertile land, once peopled by numerous Arab tribes who reared large flocks of camels, sheep, and goats.

Passing with regret from this splendidly fertile province, whose chief need is an agricultural population to restore it once more to its former prosperous condition, we come next to

THE PROVINCE OF BERBER,

which, by its favourable position in the fertile valleys which are formed by the great bend of the Nile below Abu-Hamid and that of the Atbara river, well deserves the appellation bestowed upon it by Sir Samuel Baker in 1869 as, after Dongola, "the richest province in the Sudan."

Its fertile or cultivable area is very large, commencing at Abu Hamid with a mere fringe along the river, covered with stunted bushes and hyphaene palms, barely half a mile wide, it gradually widens till

at Abadia, about 21 miles from Berber, it covers a considerable expanse along both sides of the river.

This province was one of the most prosperous during the first Egyptian occupation, till the rapacity and over-taxation of the officials brought about its gradual abandonment and ruin.

Traces of former cultivation are noticeable in many places. The old water channels are still visible on either side. At Wad-Habashi, on the west bank, half a mile inland, a large and deep canal runs parallel to the river. The remains of old indigo works and sugar factories give evidence of a previous and extensive indigo and sugar-cane cultivation. I was particularly impressed with the depth and richness of the alluvial soil, which extends inland for some considerable distance, often to two and a half miles. The present cultivated portion is a mere fringe along the river banks, and is a convincing proof of the want of population. Of the ability of the soil to grow successfully some of the more important products, conclusive proof has been obtained by experiments carried out at the Government plantations at Shendy and Fadlab by the Agricultural Department; amongst other products, wheat, barley, cotton, ground-nuts, sesame, &c., have yielded most excellent returns.

The date palm grows well, and endeavours are being made to introduce the more valuable Dongola varieties, some thousands of shoots having already been distributed.

All Egyptian products and vegetables flourish, as do nearly all European vegetables: amongst other fruit trees, the pomegranate, all the citrus species, the orange, lemon, lime, &c., the custard apple, vine, fig-tree, banana, &c.

Berber, the old capital, was the centre of considerable traffic in former days, the meeting-place where caravans from the Red Sea and Egypt, via Korosko discharged their goods for transfer to the river, from 30,000 to 40,000 camels passing annually through the town.

THE VALLEY OF THE ATBARA.

Apart from the benefits derived by its proximity to the Nile, this province is doubly fortunate in possessing another source of wealth and future prosperity in the large and fertile area watered by the Atbara river.

A vast stretch of fertile country extends on both sides of the Atbara river, reaching up to and beyond the town of Kassala—along the valley of the Gash—and, as we read the descriptions that have been given us of this immense fertile area, estimated in the

Atbara Valley alone at fully 15,000 square miles, one realises that here indeed is a region only waiting for population, cultivation, and capital, to make what is now practically a desert blossom like the rose ; the soil throughout being reported perfect for the successful cultivation of wheat, cotton, millet, rice, tobacco, &c.

The soil of the plain, which extends from Goz Rejib to Kassala, is so rich that anything might be grown. Indeed, cotton of an excellent quality was grown here, the staple comparing favourably, it is said, with that of Lower Egypt—the cloth manufactured from it by the Arabs, if somewhat coarse, was remarkably soft in texture—and we know from the late Lieut.-Col. Stewart's most excellent Report on the Sudan, in 1883, that a cotton factory complete in every respect, with a 100-horse-power steam-engine and twenty-one gins, was erected in Kassala in 1877 at a cost of from £20,000 to £30,000, but like other schemes of those days doomed to failure—great oppression, exorbitant taxation, and lack of transport facilities ruining the enterprise. Tropical cereals grow to perfection in the rich soil of the Kassala province—the native dhrurra or millet attaining an average height of ten feet—tobacco flourished, and, amongst vegetables, onions resembling Spanish ones in their size and flavour were noted. The climate is reported healthy, being hot and dry, with a regular rainy season extending from May to October. Altogether this country may be described as being one of the most suitable and finest tracts of agricultural land in the Sudan. In olden days it used to be very productive, and its old water channels still exist. Now the proximity of the contemplated Suakim to Berber Railway, which will run very close to the east bank of the Atbara river for a distance of fifty to sixty miles, will not be the least of its advantages.

THE SUAKIM PROVINCE.

It may not be inappropriate to glance briefly here at the adjacent province of Suakim, named from its chief town and port, so advantageously situated on the Red Sea, practically half-way between Suez and Aden, and the future outlet of the fertile inland provinces.

Suakim was in pre-Dervish days the centre of a large and important trade ; the Khor-Arbat and the Tokar districts were particularly fertile, the latter, watered by the Baraka river, being especially noted for the large yield and good quality of its produce—grain crops yielding up to 10 cwt., and cotton from

4 to 6 cwts. per feddan or acre—its cotton especially, chiefly of the Ashmouni variety, all ginned, pressed, and shipped from Suakim, being well known and appreciated.

With its fertile soil and favourable climatic conditions—often not a single shower of rain falls from the middle of September till the commencement of the cotton harvest—it cannot be long before this portion of the Sudan resumes once more its former prosperity and importance. Last year 2,640 feddans were under cotton cultivation.

THE GEZIRE AND SENNAR PROVINCES.

It is when we come to the country extending to the southward of Khartum that we arrive at the richest and most productive territory of the entire Sudan. Of this the great alluvial plain known to the Arabs as the "Gezire" or "Island of Sennar," of which Khartum practically forms the apex, and which, bounded by the two Niles, stretches away in ever-widening area to the mountainous region of Dar Bertat or Fazokl, is certainly one of the most promising.

As is easily understood from its fertility and importance, this country was in ancient days densely populated by a great and powerful race, who ruled over a vast tract of country extending from the White Nile to the Atbara river, including the area known as the "Island of Meroe," so called from being bounded by the three rivers, the Atbara, the Blue, and the Great Nile. This race is said to be identical with the Ethiopian nation often referred to in the Bible, and over whom the Queen of Sheba is supposed to have reigned. However this may be, we do know that a great and powerful people once existed here—as is abundantly proved from the ruined monuments, pyramids, and tombs of kings who once ruled over this ancient kingdom, which has been well and truly described as "of enormous extent, marvellous fertility, and great richness." Its capital must have stood near the present town of Shendy.

These ancient ruins bear witness to its former importance and greatness, of which some conception may be realised when I mention that the cultivable land of the "Island of Meroe" alone has been estimated to have an area of fully 10,000,000 acres of alluvial soil, only requiring water to restore it once more to its former fertility, though now for long years lying waste, abandoned and deserted.

During the tenth century, when Christianity had penetrated the Sudan, Soba, fifteen miles from Khartum on the Blue Nile, was

the capital of the Christian kingdom of Alwa, said to be the most flourishing state of Ethiopia. In later times came the Egyptian occupation, dating from Mehemet Ali's first invasion of the Sudan in 1819, followed after sixty-three years by the Mahdist insurrection of 1888, memorable above all for the siege and fall of Khartum and the death of the heroic Gordon—with its fifteen years of subsequent horrors, devastation, and rapine—to be in its turn blotted out and swept away for ever, together with the old bad days of slavery, extortion, and plunder, by the avenging arms of England at Omdurman in September 1898.

At the present time the two modern Mudiriehs, or provinces of Gezire and Sennar, comprise the whole territory known under the first Egyptian occupation as the province of Sennar, which, extending from the shores of the White Nile to the Abyssinian frontier, includes an immense cultivable area variously estimated at from 8,000,000 to 15,000,000 acres of fertile land.

It may indeed be said, without fear of contradiction, that these two provinces of Gezire and Sennar, both by their splendid fertility and irrigable possibilities, hold in themselves the promise of greater potentialities of future wealth and agricultural development than any other province in the Sudan.

That this is no exaggeration is proved by the authoritative statements of those Government officials and others who have ever visited or been connected with this fertile area.

Gessi Pasha, one of Gordon's most trusted Governors, laid special stress on the great possibilities the future had in store for the fertile plains of the old Sennar province, once canal irrigation could be introduced.

That gallant soldier and companion of Gordon, Colonel Stewart, spoke of it as justly celebrated for its corn-growing capacity, describing it as "the granary of the Sudan." While Sir William Garstin, the present able head of the Egyptian Irrigation and Public Works Department, speaks enthusiastically in his various reports of the possibilities of a country "whose fertile plains extending for an immense distance, only require irrigation to render them as productive as any land in the world."

A careful and systematic examination of the capabilities and soil characteristics of these provinces only serves to convince one of the absolute truth and reality of these statements. Imagine to yourselves these two fine perennial waterways—the Blue and White Niles—watering on either side this vast flat plain, stretching away to the horizon in ever-widening area, the soil consisting

throughout of a deep bed of rich black to slate-coloured argillaceous marl, containing calcareous concretions in great quantity, easily irrigable in every part, and eminently adapted to the successful cultivation of all cereals, cotton and oil seeds, and possessing besides the further advantage of continuous and easy communication by water with Khartum.

Where every place appears of equal promise it is difficult to choose and select; but of the two sides, that of the Blue Nile is undoubtedly the more fertile, and one cannot be but impressed with the agricultural possibilities of this great plain when one observes the high perpendicular banks of solid alluvial soil through which this rapid river has worn its way.

Time does not permit of even a brief mention of the various towns situated along the river banks, but I cannot overlook Senga (or Singha), some 300 miles above Khartum, the newly-established headquarters of an English inspector, and probably the most fertile and productive district in the whole Gezire, the soil being notable for the great percentage of lime it contains. Karkoj, twenty-four miles further south, was once famous for the extensive trade carried on with Abyssinia in gum arabic, cotton, tamarinds, and hides.

THE COUNTRY ON THE EAST BANK OF THE BLUE NILE.

The land on the east bank opposite Senga is doubtless the most promising portion of the country lying on the opposite side of the Blue Nile, which, watered by the Dinder and Rahad rivers, stretches away to the Abyssinian mountains in one vast unbroken plain of rich land. The country for the first eighteen miles across to the Dinder river is covered with dense thick bush, similar to that which lines the river banks, and for a further distance of another six miles beyond it—after which one comes upon perfectly flat, open country covered with grass nine to ten feet high. The soil is of the same rich description as on the west bank, being chiefly black, often without a vestige of stones or pebbles for miles, reaching in places to a depth of fully seventy-five feet, interspersed with occasional patches of red ferruginous soil. The tract between the Dinder and the Rahad rivers is flooded for some considerable extent during the rains—a remarkable fact in connection with these rivers being that the ground, contrary to the usual course, slopes landwards or away from the river bank.

Sir Samuel Baker has left on record the impression, derived from his extensive explorations of this portion of the Sudan, that

"the entire country would be a mine of wealth were it planted with cotton." Let us hope that Sir Samuel Baker, as in the case of the great Assuan dam, may prove in this instance also a true prophet!

Roseires, which is situated at an elevation of 1,500 feet and 426 miles above Khartum, is the last Government station on the Blue Nile. Three and a half days' journey beyond, in the lower Beni Shangal country, cut off from the Gezire plain by the mountains of Kile or Keibe, there exists on both sides of the river Tumat, between Bachore and Aomara, a practically uninhabited country, vast alluvial flats estimated at fully 720 square miles. This river Tumat flows into the Blue Nile about forty miles south of Roseires, and though, of course, not navigable for steamers, should, I am informed, have sufficient water to enable native boats to ascend. It is, when in flood, only three feet below the level of its banks, so that the facilities for irrigation are very great. The rainfall is also more copious than further north, the rainy season lasting fully six months. Glowing descriptions of this country are given in various Government Reports, the forests and uncultivated lands being declared to possess a soil richer and more promising than even Dongola.

THE UPPER NILE PROVINCE.

The Upper Nile province commences south of Jebel Ain, a low rocky ridge forming a well-known landmark on the west bank, 238 miles from Khartum; it is, perhaps, better known under its old appellation of Fashoda—a province chiefly remarkable, apart from its practically unknown possibilities, for containing three of the most interesting negro tribes in the Sudan—the Shilooks, the Dinkas, and the Nuers.

This province is another instance of the truth of the proverb, "Give a dog a bad name," &c.; for the whole country—and here I speak not only of that lying on both sides of the White Nile but also of the large extent of rich alluvial land extending on both sides of the Sobat river—has shared in the condemnation passed, and not undeservedly so, on the unhealthiness and complete unsuitability of its former principal station, Fashoda, now known as Kodok.

That the country does possess undoubted capabilities is proved by the unanimity with which every traveller, from Dr. Schweinfurth downwards, has spoken in its praise as well as of the industry of the natives. Sir Samuel Baker thus described his impressions:—

"A country blessed with the most productive and rich alluvial soil . . . with a good Government, this fertile land might produce enormous wealth in the cultivation of cotton and corn."

Sir Samuel Baker acted on these impressions by founding in 1870 a station five miles below the Sobat river, which he named Tewfikia, and which, lately re-established, forms one of the most interesting of the present Government stations on the Upper Nile, with its mixture of Sudanese soldiers, Shilooks, and Dinkas mingling freely and peacefully in the little market-place.

Gaetano Casati, visiting the country in 1881, describes it as of a "marvellous fertility," whilst the members of the American Mission, recently established at Doleib Hill, five miles up the Sobat river, who are doing excellent pioneer work amongst the Shilooks and Dinkas, confirm from their own experience the favourable opinions I have quoted. In a private letter written from the Mission the writer says: "This is a splendid country, and capable of wonderful development. I do not believe that even Englishmen realise its vastness and the immense possibilities of its soil; we can grow anything that is grown in Egypt and many things they cannot grow," the writer waxing enthusiastic over what they had already successfully grown—flourishing cotton covered with pods, every variety of vegetable, amongst which I may instance tomatoes weighing three pounds apiece, &c.

I have great pleasure in corroborating from my own experience all that has been said of this very promising country, having ascended the Sobat river and its tributaries, the Baro and the Pibor, for a total distance of about 345 miles.

Not only is the Sobat country blessed with an amply sufficient rainfall, but its climate compares favourably with other portions of the Sudan.

As one is prepared to learn, the fertility of the soil is quite in keeping with these favourable circumstances, and one may indeed say that it would be difficult to find another locality more favoured in the important matter of soil and irrigation possibilities than is this Upper Nile province.

For the whole 212 miles from the junction of the Baro and Pibor rivers to its mouth, the Sobat flows through an immense alluvial plain stretching away to the horizon, varied here and there by extensive woods down to the water's edge. The country traversed by me was either parklike with scattered trees or else flat plains of grass—vast prairies with excellent pasture, covered with what was practically a moving zoological garden, from elephants and giraffes to ostriches

and numerous herds of various kinds of antelopes ; the river itself a very paradise of countless and fearless waterfowl, the banks flat and low, fringed with reeds, here and there expanding to a swamp ; the unvarying richness of the black alluvial soil being most remarkable, this uniformly high quality being known to extend for fully 100 miles on the left bank, and for a good thirty miles—which is as far as it has been examined—on the other side.

When I mention that from the south bank of the Sobat, stretching along the White Nile to beyond the Bahr-el-Zeraf, there exists a probable cultivable area of fully 10,000 square miles, the immense possibilities of this province will be realised. The country above the Baro and Pibor junction is one vast grassy expanse, which becomes a huge swamp when the rivers are full—the tall grass, from twelve to fifteen feet high, attesting to the richness of the soil, which, judging from the banks, appeared to consist of a black to brown rich clay interspersed with stretches of red ferruginous soil, and in one place I noticed a stratum of blue clay four to five feet deep.

At the time of my visit in December last, the Sobat river was not only bank full but still rising ; I was thus enabled to form a very fair opinion of its great capabilities for irrigation cultivation.

This river is interesting from another point of view, if, as it is hoped and believed, it is possible to navigate it during eight months in the year with shallow, light-draught stern-wheel steamers capable of ascending beyond Nasser ; it opens up future possibilities of a great trade with Abyssinia, being about 1,000 miles of magnificent and uninterrupted waterway to Khartum. On the beneficent results that would follow this development to the country and its inhabitants it is needless for me to enlarge.

THE BAHR-EL-GHAZAL PROVINCE.

The swamp or sudd regions of the White Nile, that close in the southern limits of the Upper Nile province, are apt to make one forgetful of the fact that beyond this forbidding region there extends a vast area of forests and mountains, valleys and large alluvial plains, blessed with a plentiful rainfall, exceptionally fertile soil, and abundance of cattle ; a population once large and numerous, but now decimated and destroyed by the horrors of the slave trade. This country formed in olden days the two well-known provinces of the Bahr-el-Ghazal and Equatoria. The present Bahr-el-Ghazal province, the extreme southern province of the Sudan, comprises—

though to a more limited extent—the area included in the two former Egyptian provinces.

The fact of its remoteness and comparative inaccessibility, perhaps, best explains why its natural wealth and agricultural capabilities have been so little realised.

This country is able to produce and yield abundantly all the chief tropical cereals and oil-seeds as well as sugar-cane, tobacco, india-rubber, cotton, resins, Shea butter, bananas, tamarinds, bees-wax, &c., and its fertility has been eulogised in glowing language by successive governors; by Lupton Bey, as "the largest and richest province in the Sudan;" by Emin Pasha, who declared "that this province was favoured above all others from every point of view."

To deal in detail with the chief characteristics of every province in the entire Sudan would, to do them full justice, require a separate lecture on each. My Paper to-night chiefly aims at bringing into prominence the undoubted capabilities of the fertile regions extending northward and southward of Khartum.

It is not possible to doubt that the Sudan is especially well fitted by nature to be a great agricultural producing centre. Its geographical position—extending as it does from the equatorial to the regions of the sub-tropical zones—enables it to include within its cultivable area a very wide range of products, where all cereals, rice, cotton, oil-seeds, sugar-cane, coffee, spices, and indeed nearly all the more important tropical and sub-tropical products can be successfully and remuneratively grown.

The analysis of two typical samples of Sudan soil, submitted by me to the eminent agricultural chemist, Dr. Augustus Voelcker, do more than confirm these favourable anticipations. He declared the soil to be "well adapted to the growth of such crops as wheat and legumes, and especially cotton." Dr. Voelcker also remarked: "As regards the possibility of growing cotton on the soils which I analysed, I am of opinion that as far as the nature of the soil is concerned there should be no difficulty whatever. . . I have compared the soils with others I have examined from India, and on which cotton thrives quite well, and I am, as the result of this, fully of opinion that the soils are those on which cotton should thrive. Though, as I have indicated, poor in nitrogen, the soils are not more so than the black cotton soil of the Central Provinces of India; their consistency is much the same, and they are quite as rich in potash. The trial of this crop might well, I think, be undertaken." When I mention that the soil from which

these analyses were made extends from the Blue Nile right across to the White Nile, and may therefore claim to be representative of the district—that it was chosen at random from ordinary *surface soil*—that the black cotton soil referred to is the well-known “*regar*,” the typical soil of the best cotton-producing districts of India—the value of this analysis will be realised, together with its important bearing on the agricultural development of the country, more especially on the cultivation of the more important products, such as cereals and cotton. As to *Cereals*, Sir Reginald Wingate, the present able Governor-General, speaks of an eighty-mile ride across the Gezire over a perfectly flat plain sown almost throughout its entire length with *dhurra* (the native millet). Sir William Garstin has deservedly emphasised the great possibilities of the Sudan as “one of the finest wheat-producing areas in the world,” dwelling on the marked similarity of the soil and climate to that of the finest wheat-producing districts in the Punjab.

The Governor of Sennar reports “that the possibilities of his province, as to the production of wheat and barley in large quantities as a rain crop, are as yet only dawning on the minds of the more go-ahead cultivators.” Wheat under irrigation has yielded up to nine and ten ardebs per feddan in the Shendy district of Berber (an ardeb=5·44 bushels).

Whilst experiments carried out on the Government experimental plantations in the Berber province have demonstrated that wheat and other winter crops can be grown with very much less water than is given under native cultivation, it is also interesting to note that samples of wheat grown on these plantations and sent for sale to Jeddah were in every case preferred to Indian and Arabian grains.

I desire to refer to one more point in connection with this product, and that is—bearing in mind the moisture-retaining power of the heavy soils characteristic of the Sudan, whether the water absorbed during the rains would be sufficient to grow cereal crops if sown immediately after the rainy season, as is successfully done in some of the great wheat-producing areas of the United States. This point is, I think, sufficiently important for investigation and experiment.

COTTON.

I now approach what I venture to think is the most important part of my Paper. The distress prevailing in Lancashire, brought about by the increasing shortage of cotton, need not be dwelt

upon by me. It is a fact only too well known and deplored by all interested in the development of our textile industries, and I shall be more than satisfied if my Paper points the way to a solution of this important problem, as it is one that affects the livelihood and welfare of fully half a million of our countrymen, particularly when you realise that the question of cotton supply is one of life and death to so many, and of national importance too, when we remember that the exports of cotton goods in some shape or form are about one fourth of the entire exports of the country. The present "short time," now unfortunately the rule in Lancashire mills, entails a loss on employers and employed of £150,000 a week.

It is yet too early in the day to be able to decide with any certainty as to the special varieties of cotton most suitable to the Sudan as a whole, as this is a point which only experience and knowledge can decide, and one which must naturally vary with the local position and soil characteristics of each province. That cotton is destined to fill an important place in the future agricultural development of the country there is, in my opinion, no room for doubt, when we remember the important fact that not only is the plant indigenous to the country, but that it finds there its every requirement both as to climatic conditions and quality of soil. There are hundreds of thousands of acres of rich alluvial land only awaiting the advent of systematic cultivation to render the Sudan one of the great cotton-producing centres of the world. This is no idle statement, for what I have stated and urged for some years has now been done, and experiments carried out by the Sudan Government last year have successfully proved that cotton of a good grade can be grown in the Sudan. This result is the more important and conclusive, as the experiments were carried out simultaneously in different parts of the country and with different varieties of seed—at Wad Medani, in the province of Sennar (140 miles from Khartum), and at Shendy and Fadlab in the province of Berber—all yielding a like satisfactory result. The Sudan Government deserves every congratulation on its public spirit and enterprise in initiating these experiments. The cotton grown at Wad Medani was of the Mitafifi variety, which yielded at the rate of fully $6\frac{1}{2}$ cantars per feddan, which is equal to the best Egyptian returns. Samples of this cotton submitted to Messrs. Carver Brothers of Alexandria for report and valuation were declared to compare very favourably with fine Mitafifi from the Delta, and resembled Janovitch more than Mitafifi; the cleanliness and brightness being

fully equal, the length of staple superior but rather irregular, owing to non-selected seed—the strength of staple somewhat inferior, owing to the same cause, and the staple not quite so fine—the cotton being classed only $\frac{1}{2}d.$ to $\frac{3}{4}d.$ per lb. less than "Fine Delta"—its light colour, as against the brown colour of Delta cotton, giving less value.

I sent a sample of this cotton to Mr. Charles Eckersley, one of the leading cotton-spinners in Lancashire, who wrote to me as follows:—"I must say I am surprised to see such a good quality of cotton from the Sudan. I should class it as 'fairly good,' but rather wanting in fineness of staple. I showed the sample to the executive committee of the Fine Spinners' Association, and it has been submitted to a firm of cotton brokers in Liverpool, who agree with me in their opinion of the sample. It is evident from this sample that good cotton can be grown in the Sudan and that your contention about this is correct."

When I mention that this cotton was grown from two-year-old seed, stored for that length of time in the district, one cannot doubt that with better seed these few defects will soon be remedied, more particularly so when cotton grown on the Dinder river at the same time yielded even better results than the experimental crops at Wad Medani. It is interesting to mention here that the interest of the local Sheiks and native cultivators has been awakened to the advantages and better results obtained by irrigation cultivation; all the native cotton grown hitherto being of rain growth only. I have here two samples of cotton, one of Sudan Mitafifi, grown at Wad Medani, and the other of "Fine Mitafifi" from the Delta, which any one interested may examine later on.

The experiments carried out in the Berber province proved equally successful, with this difference, that the Abbasi variety appeared so far the best suited to local requirements, yielding 1,264 lbs. seed cotton per feddan.

These results have been more than confirmed by private enterprise, and in my recent visit to the Berber province I went over a small cotton plantation, where I saw an extremely fine and luxuriant field of the Abbasi variety—the plants in places quite bowed to the ground by the weight of their pods—one plant I noticed being fully nine feet high—the almost too luxuriant appearance of the field giving one the impression that it was being grown in too rich a soil, though I was assured that two crops of dhurra had previously been taken off the same land, and that this particular field had been quite two months

without water. I also examined some cotton from a field that had been sown on July 5, and picked on November 16 of last year—a four months' growth. This field had yielded at the rate of five to six cantars per feddan. The staple was good, and, if not so fine and silky as Delta cotton, compared very favourably as to length.

Samples of cotton grown in this province were submitted at a meeting of the general committee of the British Cotton Growing Association held in Manchester in March of last year, the quality being declared to surpass all expectations. Altogether the general impression left on my mind by the appearance and yield of Sudan cotton is an extremely hopeful and satisfactory one.

I am well aware that other portions of the Empire, notably West Africa, offer large areas for cotton cultivation, but the drawback there is that valuable time must, in many cases, be lost in teaching and training the natives in its cultivation; whereas in the Sudan, apart from its unique geographical position, the knowledge is there: all that is wanted is a sure and steady demand to create an immediate supply.

The Sudan appears to be rich in other fibre-producing plants, for instance: the *Acacias*, *Hibiscus*, *Crotalaria*s, *Grewias*, *Sansevierias*, &c., and there appears to be no reason why the principal fibre plants now grown successfully in India should not be cultivated in the Sudan as well. More than this, as nearly all the fibres belong to the jute class, the question naturally arises why the cultivation of jute itself should not be introduced, as both climate and soil are suitable.

OTHER PRODUCTS.

I have repeatedly called attention to the great possibilities of Africa in the matter of *Oil-yielding plants*, and to the fact that all the more important oil-yielding products of India flourish in Africa, and I foresee a great future for the Sudan in the sesame and ground-nut trade alone.

With the country in its present state of transition, it is perhaps too early to discuss the possible development of the *Sugar-cane*; but in respect of climate and soil the Sudan, with its low-lying alluvial lands, meets its every requirement. There is evidence of former cultivation. At Kamlin, on the Blue Nile, a sugar factory was owned by a German, and worked by Arabs and slaves. In the Berber province, at El-Geteina and at Fashoda on the White Nile, sugar-cane is reported to have grown luxuriantly. It was

grown by the Monbuttu tribe in the Bahr-el Ghazal and regularly cultivated in the Nyam-Nyam country, where it grows to the thickness of a man's arm, but is more woody and less soft in texture than the Egyptian cane.

In *Gums, Resins, and Tannin materials*, the country is exceedingly rich. In the gum-yielding forests of Kordofan and the Upper Blue Nile the Sudan possesses one of its largest and most profitable sources of revenue.

Of *Drugs* I need only mention the well-known senna, found so abundantly in a wild state throughout Sennar and Kordofan.

Tobacco appears to have been in general use and extensively grown until its prohibition during the Dervish rule completely checked its further cultivation.

Amongst dye-yielding plants, *Indigo* would become a staple crop of the country if prices allowed of its profitable manufacture; the plant grows wild, and the ruined indigo works in the Berber province and at Kamlin, the last erected by the Khedive Ismail, prove a former cultivation.

Africa, there can be no doubt, will eventually become a great *Rubber-exporting country*, and the Sudan, with so great an extent of its territory lying in the rubber-producing zone, appears well fitted to take a leading part in the future development of this product. Almost every European who has visited the country appears to have been equally impressed with its value and importance as a rubber-producer, and the forests of the Bahr-el-Ghazal are very rich in this respect alone.

Amongst minor industries, let me instance the possibility of the development of a future fruit trade, which might include bananas, oranges, pineapples, and indeed every tropical and sub-tropical fruit.

The Sudan has been so devastated and depopulated during Dervish misrule that it is hard to realise its once prosperous and fertile condition, which has been truly described as capable of equalling and even rivalling Egypt in the production of its more important products. The three great factors needed to develop its resources and to place the Sudan once more in the forefront as a large and successful producer are: Labour—Irrigation—and Rapid Communication with the sea. As to the first, I am not the only one in my belief that the finger of Providence points to the waste places of Africa as the natural outlet for the teeming and industrious populations of the congested districts of India.

In his last report Lord Cromer, dealing with the important

question of irrigation in the Sudan, remarks : "Care must evidently be taken that the measures adopted should benefit both countries. I have no reason to doubt that the execution of this policy is perfectly feasible."

We cannot do better than trust Lord Cromer, who, we may be sure, realises to the utmost the extreme gravity of this question, not only as it affects and concerns the natives of the country, but its vital and paramount importance to England.

The completion of the Suakim and Berber Railway in 1906 will give the Sudan what it has so long and so sorely needed—a rapid outlet for its trade and produce.

When we contemplate what England has accomplished in the Sudan since 1898—slaves freed and tranquillity and peace restored—we cannot help being proud of our country and of its mission in the world !

So long as our flag, wherever it flies, is the emblem of Freedom, liberty and justice—so long as our rule is for the good of mankind—so long assuredly shall we continue to be prosperous, and continue to maintain our supreme position as the civilisers of the world.

The Paper was illustrated by a number of limelight views of the scenery and natives of the country.

DISCUSSION.

Dr. ANDREW BALFOUR (Gordon College, Khartum) : I was asked in the first instance by Mr. FitzGerald and more recently by our Chairman to say a few words on the scientific aspect of the trip which along with Mr. FitzGerald and others I undertook in the Sudan. The request of the Chairman is tantamount to an order, while in the case of Mr. FitzGerald I am only too pleased to do anything I can, as it was largely due to his kindness and to that of Lady FitzGerald that I was enabled to undertake this most interesting journey. We have all listened, I am sure, with the greatest interest and instruction to the Paper. Its chief value lies in the fact that Mr. FitzGerald speaks as one having authority, for his Paper is the result of personal observation and experience. It was to those interested in the Sudan a stimulating sight, though startling to a medical man, to see him starting off in the heat of the day, going inland from the river three or four miles perhaps and returning with samples of the rich soil to which he has referred. I

do not think he will lose his reward. It is important to notice that the economic development of a country is closely bound up with its healthiness or otherwise, and I am glad to say that this is now receiving attention in the Sudan, thanks largely to the munificent gift of Mr. Wellcome to the Government in the shape of the laboratories of the Gordon Memorial College. . . . The first disease which would naturally come to your minds is malaria. All three forms of the malaria parasite have been seen. The most common have been the benign tertian and the malignant tertian, the latter appearing as small ring forms and crescents. Quartan is rare, and is probably acquired in Egypt or elsewhere, not in the Sudan. Cases from up the Niles and especially from the White Nile show the small ring and crescent forms most frequently. When one speaks of malaria the subject of mosquitoes comes into the mind, because there can be no doubt that certain species of the mosquito play a most important part in the matter. There are three chief genera of mosquitoes in Khartum. One of these, *Stegomyia fasciata*, has great capacities in the way of travelling; it occurs largely on the river steamers and is very troublesome to get rid of. In the New World this mosquito has been proved to be the carrier of the parasite of yellow fever. Fortunately, yellow fever is unknown in the Sudan. Khartum itself is not a very malarious place, but to Khartum come numerous cases from the White and Blue Niles; hence the presence of certain anopheline mosquitoes was a matter of great importance. Fortunately the conditions are somewhat specialised in Khartum. There are not many pools such as these mosquitoes breed in, and hence measures have been taken that resulted practically in exterminating this genus of mosquito; while a great diminution has taken place in the several genera and species through putting into force, as regards wells and other breeding-places, the principle so ably advocated by Professor Ronald Ross. It is in the South, in the swampy regions, that mosquitoes occur in the greatest numbers. It was necessary upon this expedition to make our dinner hour five o'clock, so as to be able to take our food during daylight, for in the darkness it would be utterly impossible to dine in comfort. The mosquitoes then swarm in thousands and bite viciously, even through the clothes. Filariasis seemed to be rare in the Northern Sudan, although *Culex fatigans*, one of the carriers of the parasite of this disease, abounded in Khartum before preventive measures were adopted. I have only seen one case of elephantiasis, but it is common in certain regions. Black-water fever occurs in the Bahr-el-Ghazal. Leprosy is a disease which

probably exists all over the Sudan. There are a good many lepers in Omdurman and Kassala. Fish is largely eaten by dwellers on the Niles, and I understand that the natives are none too particular about its condition, but there is said to be leprosy in waterless Kordofan. I may mention that the sleeping-sickness so far has not invaded the Sudan, and, though a species of the tsetse fly which spreads the parasite of the sleeping-sickness of animals has been found, the allied species believed to transfer the human parasite has not been encountered. Pulmonary phthisis is very common amongst the native Sudanese, no doubt due to the fact that they live in ill-ventilated mud dwellings, the main object of which is to exclude the rays of the sun. It is, as might be expected, most frequent amongst women and children, but, for all that, the winter climate of the Northern Sudan is no doubt beneficial to Europeans thus affected. It is surprising how many remedies familiar to the British physician are to be found. There is evidently a trade in drugs between Egypt and the Sudan and between those countries and Syria, Persia, and India. Mr. FitzGerald mentioned three factors essential to the development of the Sudan. I would add another two. One is coal. If coal can be found a great problem would be solved, for we are using up wood with extreme rapidity. A form of coal has been found in Dongola in the shape of lignite, not however of great value, but which serves the same purposes and leads one to hope that coal may be discovered. The other factor is education. What we require are mechanics, carpenters, riveters, and smiths. All these would be of extreme value. Fortunately the Gordon College has taken this subject up strongly, and a most valuable portion of the institution is the workshop presented by Sir William Mather. There you will find the natives being taught all these trades, and there is at present there a son of the Khalifa, who would not go to school but preferred to be a carpenter, and a very good carpenter he is. Land surveyors are of great use and are being trained in the College. I have been pleased to say these few words, although they may give the idea that the Sudan is not altogether a bed of roses, as perhaps one might have been tempted to suppose from what Mr. FitzGerald said, although he mentioned some of its drawbacks. Still, with years and with patience, we hope to see the Sudan develop into a fitting annex of the British Empire.

Sir GEORGE WATT, C.I.E.: I feel sure you must have all been immensely impressed with the vast resources of the country and the diversity of climate and soil conditions that exist in the

stupendous area of the Sudan. Cotton has been mentioned as a desirable crop, more especially in the present state of the Lancashire industry. With a country of such diversity it stands to reason that no one form of cotton could suit every part of it, hence it is of the greatest importance that an initial step should be taken—namely, to ascertain if the best seed has been procured. If a line were drawn from Abyssinia right down to the mouth of the Zambesi, the great continent would be split into two parts, an eastern and a western. The eastern section would be found to have a perfectly distinct set of cottons of its own. Not only would the cultivated cottons be found different, but the wild species as well. For some time I have been studying the wild cottons of the world. These would appear to have been much neglected by botanists. The cultivated plant changes immediately it is placed under new environment; the result being that no two botanists (or even agriculturists) agree as to what is meant by the most approved commercial forms. Take, for example, Egyptian cotton : this usually means two entirely different plants botanically. It is therefore of the greatest importance that the wild cottons, in the first instance, should be critically studied and the cultivated forms relegated to the classification thereby suggested. The eastern portion of Africa has a series of wild cottons which are represented right away to Fiji, but there is practically no representative of the series across Africa on the western division. We have here a very important fact which should guide cultivation. We should not attempt to take the cottons of the eastern division and force their cultivation in Nigeria for example. So, again, the eastern division cottons may be assorted into various groups, of which a very large and important one passes right through Arabia into India. In fact, it seems probable that cotton cultivation was undertaken in Africa long before it was attempted in India. At all events, some of the wild cottons of Africa would seem to have given birth to certain of the cultivated cottons of that country, whereas in India there is no wild cotton which could have contributed materially to the cottons of Asia. The examination of the cottons on the western division of Africa reveals a similar striking fact. There is there in a wild state one of the most important of all the cottons—the plant which by many persons is called Egyptian cotton. This was first made known as coming from Jamaica. In 1733 it was sent to England and cultivated in the Chelsea Botanical Gardens. Plants were then sent to Georgia, and soon became one of the great cottons of the United States. The wild form of the plant exists not only in Jamaica but

in most of the West India Islands, as also along the West Coast of Africa from Senegal to the Congo. Crossing over the Atlantic, it occurs again in Florida, Alabama, and south to Central America. Crossing the American continent to the western shores, to California, &c., and, still to the west, to the Islands of the Pacific, a perfectly distinct series of cottons is met with. As in Africa, so in America, the majority of the wild cottons are insular in their character, and when met with on great continents the species on the one side are often very dissimilar from those of the other. When facts of this sort exist—the wild cottons of the world being arbitrarily marked out into great areas—I think that in our attempts to extend cultivation throughout the British Empire we should be guided by what Nature has indicated as the most suitable areas for each class of cotton. The facts Mr. FitzGerald has so ably and instructively brought to notice regarding the climate and soil of the Sudan should be borne clearly in mind, and the cottons there experimented with should be selected from the series most likely to prove suitable to these conditions. Ignorant experiment, in my opinion, is the rock on which the present awakened interest in cotton cultivation seems likely to come to a disastrous termination.

Sir ALFRED L. JONES, K.C.M.G.: We all must feel very much indebted to Mr. FitzGerald for his very interesting Paper. When he described the country as being so beautiful, I thought we ought at once to start a Tourist Agency, but when I heard Dr. Balfour I rather changed my mind. The country appears to be great in possibilities, but also in difficulties. Three things appear to be required—labour, capital, and a good transporting line of steamers. The last you can easily get when the trade begins to pay. The labour problem is the most important, and of course we could, if necessary, transport labourers from other parts of the Empire and make use of them in growing cotton. The health question is almost more important. The great thing is to make the place healthy, and these diseases have to be looked to. In Liverpool we are doing a great deal by means of the Tropical School of which I am President, and of course I am delighted to see that our friend Dr. Ross got the £8,000 prize. We have now four cases of sleeping-sickness in the hospital, and we are trying to see what we can do in the matter. You cannot imagine anything more distressing. With regard to cotton-growing, in West Africa there is good land, we have got plenty of labour on the spot, and we are obtaining satisfactory results. It occurs to me we have had something like the sleeping-sickness in this country, but we found a remedy when we got Mr.

Chamberlain at the Colonial Office, and from the date when the Prince of Wales advised us that we must wake up. If we try to realise the possibilities of the Empire, we may be independent of America and America may be dependent upon us. In fact, we ought to have been at this business twenty years ago. In a few years you will see this country in a different position. But you will see another great thing. You will see the natives in Africa in a very much better condition. If you want to keep people out of mischief give them something to do. These poor people have been badly treated by us in the past, but now we may hope to give them protection and fair play, and we shall share in the prosperity.

Mr. SYDNEY H. CARVER: The great thing to-night is cotton. The qualities shown by the experimental growths in the Sudan are distinctly favourable. The Sudanese Government have wisely arranged to obtain fairly good quantities of well-selected seed in order to ascertain which kind will be more successful. This seed should be sufficient to plant 9,000 feddans of land and produce equal to 5,500 to 6,000 bales of American cotton, which is a mere drop in the ocean of required supply. Still, it is a beginning, and it may be it is a wise beginning in not being on too extensive a scale. The knowledge of cotton-growing in the Sudan has somewhat fallen into desuetude. Labour also is limited. It is therefore wise to go forward with moderate experiments. What is wanted in the Sudan is to make experiments which will be seen by the people, and if they are successful the knowledge of the success will soon spread to other parts of the Sudan, and we may be sure the Sudanese Government will see others quickly come in with the desire to cultivate properly. One thing that has hindered cultivation of cotton has been the fact that there has really been no market for the surplus quantities. What has been produced has been produced in the rough-and-ready way and in quantities merely sufficient to meet the necessities of the family, but beyond that there was simply no market for it. The Sudanese Government have therefore arranged to assure a market to meet all that is produced from the seed this year, and that the cultivator will receive a price sufficient to be remunerative, not only to pay for their labour but also for the seed. In order to help the small cultivators the chiefs of the districts have been interested in the matter. They have still a good deal to learn out there. The cultivation of cotton has never been properly and scientifically undertaken as in Lower Egypt. They don't even understand how to harvest the cotton. All these things have to be instilled into them, and one of the points the Sudanese Government

has thought of is to appoint inspectors who shall be specially occupied in going round amongst the districts where the cotton is grown and teaching the natives. Another matter which compels this trade to be on a limited scale is the present difficulty of transport. What is being done now is preparatory towards the conditions which will exist when the railway to Suakin is completed and when the Egyptian Sudan becomes economically well situated in the markets of the world. The price of coal now is prohibitive, but when the railway is made there is no reason why it should not be introduced at a practicable figure. I think myself the Sudan will beat India in its production of cotton, judging by the present figures of yields in the latter country.

The Hon. SIDNEY PEEL: I am glad that in his interesting address Mr. FitzGerald did not say anything about underground wealth, because I firmly agree that the true future of the Sudan is agricultural and nothing else. It would be a great misfortune if gold or any other mineral were found there. But I agree in thinking Mr. FitzGerald took a rather roseate view of things. If I had not been in the Sudan I should rather have derived the impression that all his views were true—that the Sudan is a kind of Garden of Eden, in spite of the fact that observers like Gordon and Colonel Stewart spoke of it as absolutely useless country. The fact is that the one thing which is essential over a great part of the Sudan has hardly been mentioned—namely, that during the greater part of the year most of the Sudan is dry as a bone, and, however deep the alluvial soil, if there is no water you cannot grow anything there, while another part of the Sudan suffers from the opposite evil of being too wet. He has mentioned the wonderful course of the Atbara river. He did not give us photographs, nor did he mention the fact that the river disappears for about six months of the year and that you may walk over it, not knowing it is there at all, and that that rather detracts from the possibilities of some of these alluvial plains. The plains are there right enough; what they want is water, but to get the water means a great deal. You have to dig canals, you want water to fill them and labour to make them, and also expert people to know how to distribute the water. At present there is not enough water for everybody. The Sudan belongs no doubt to England, but also to the Khedive of Egypt, and they naturally insist on having water for themselves, and all schemes for Sudanese cultivation must naturally depend on the control exercised by Egypt on how much water each will need for its own purposes. It is not only that the Sudan must always be tribu-

tary to Egypt—that must remain a paramount fact for a long time to come. Egypt must be the chief thing, and therefore Egypt must have the first call on the water. In the summer time, Egypt has barely enough water for herself, but it is a different thing in the flood time. Then Egypt suffers from too much water and would be only too glad if the Sudan could take a part of it. That is one of the problems. Can you get cotton to grow at the time of the year when Egypt can allow the Sudan to take as much water as she pleases? Will cotton grow from November to February? If that can be done, there is no doubt that there is a great future for cotton in the Sudan. It is no use preaching to Lancashire. The great thing is to suggest to Lancashire some practical means of helping on cotton cultivation. You cannot get this without capital, and Lancashire can do something in this way, and I do not think she ought to lag behind and allow the initiative to fall into other hands. A great experiment is about to be conducted in the Sudan by an American gentleman, Mr. Leigh Hunt, who has got control of a large extent of land there. He is going to make canals and perhaps bring over some expert negro cultivators, and I have no doubt he will produce some useful result. That is a kind of thing that ought to be done by this country. The lecturer spoke of the banks of the rivers, but the higher the banks the more difficult to get the water over the top. Thirty feet used to be thought a big lift in irrigation, but new experiments have been tried in Upper Egypt which will lift water eighty feet. As to the labour question, I rather trembled when I heard that in one part of the country these unfortunate people are constantly eaten up by crocodiles, and in another part afflicted with an awful set of diseases. I should regret the bringing in of outside labour, even if it comes from India. Our principle in colonisation ought to be to govern a place, as the Chairman rightly said, in the interests of the place itself. Our interest is their interest, or rather their interest is ours.

The CHAIRMAN proposed a hearty vote of thanks to Mr. FitzGerald for his lecture.

Mr. FITZGERALD : I should first like to say a few words in reference to the remarks of the last speaker. I can assure him he need not be disheartened as to the possibilities of the Atbara Valley and adjoining districts. The rainfall in these districts can be absolutely relied upon from the month of May to October. As I ascended the Blue Nile I passed miles of cultivated land. May I say that I am delighted with the result of this evening's discussion, because it has been the means of bringing together so representative and apprecia-

tive an audience, who have heard some eminent and able man! some very practical opinions? I hope you will all remember the very practical and sound advice that has been given. We need not despair of the future when we have Empire-makers like Sir George Goldie, and I am glad we have had the pleasure and honour of his presence in the chair this evening. I propose a hearty vote of thanks to him for the able manner in which he has filled the chair.

AFTERNOON MEETING.

AN AFTERNOON MEETING was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, June 14, 1904, when His Excellency Sir CAVENDISH BOYLE, K.C.M.G., read a Paper on "Newfoundland, the Ancient Colony." Sir Frederick Young, K.C.M.G., a Vice-President of the Institute, presided.

The CHAIRMAN announced that Lord Strathcona had been called away by Government business, and would therefore be unable to preside, which he had kindly undertaken to do. Personally, he deeply regretted Lord Strathcona's absence, because he would have been a most appropriate and indeed ideal Chairman on that occasion. Before calling upon the late distinguished Governor of Newfoundland to read his Paper, he desired to say that the Royal Colonial Institute had always taken a very special interest in Newfoundland, although its purview of course extended in turn to all the British Colonies. In 1875, which was a long time ago, the late Duke of Manchester, then President of the Institute, consulted him as Honorary Secretary on the desirability of the Institute forming a Committee for the purpose of getting up an exhaustive report on the great question of the connection between France and England on what was called the French shore of that country. It fell to his lot to organise that Committee, of which he was also a member, and in due time they published a very exhaustive report, going back to the date of the Treaty of Utrecht in 1713. It was his business, in a concluding paragraph, to say that the time had at last arrived when it was absolutely necessary that the question as between the two countries should be settled in order to put an end to the trouble and friction that had existed for 150 years. He had the best authority for saying that the report had been made use of by leading men connected with Newfoundland on more than one occasion when they had come to this country on deputations on

this subject. It was certainly a gratification to those who conducted the affairs of the Institute to know that, so far as Newfoundland, at any rate, was concerned, he would not discuss any other part of the treaty; a satisfactory arrangement had at length been arrived at, and at a Meeting of the Council last week he moved a resolution that had been conveyed to the Government expressing satisfaction at the conclusion of the treaty. In reply they had received a very satisfactory answer from Mr. Lyttelton, who said he desired to congratulate the Council upon the prescience with which, so long ago as 1875, they took steps to promote a settlement of the Newfoundland question. This was one of the evidences of the value of the Institute in regard to Colonial affairs.

Sir CAVENDISH BOYLE, K.C.M.G., before beginning his lecture, observed that they could not possibly have had a more appropriate Chairman than Sir Frederick Young, who was one of the oldest members of the Institute, while he himself was going to talk about our oldest Colony.

He proceeded to read his Paper on

NEWFOUNDLAND, THE ANCIENT COLONY.

I FEEL sure that an attempt to enter into any historical sketch of the island, and its long stretch of dependent Labrador, which is to form the subject of the few remarks I am privileged to address to you this afternoon, would be alike unnecessary and out of place. For that history, I imagine, is known to many of you, and if not so known, it can be learned in the perusal of the admirable volume written by Mr. D. W. Prowse, or by reference to an able and complete Paper which was read at a Meeting of this Institute in April 1885 by the late Mr. Justice Pinsent¹; I cannot, however, in commencing this Paper, refrain from alluding to the fact that it was only two or three years after John Cabot found the Tenth Island that the subjects of, at least, three nations were fishing off its shores, and that over five hundred years have elapsed since that date, whilst it is three hundred and seventy years since a company of venturers from Ireland found their way across the Atlantic to the shores of Avalon, whose descendants can be traced in the ready wit, the genial smile, the rich brogue and the sturdy endurance of many an out-port fisherman of to-day. And during all that length of time, with, of course, varying results as to amount and value, has the harvest of the sea been gathered in by the hardy fishermen of

¹ *Proceedings, Royal Colonial Institute*, vol. xvi. p. 215.

England's oldest dependency. That seems to me a very noteworthy fact, and one which cannot but lead to a sense of thankful acknowledgment of Nature's unceasing and lavish provision for man. And here let us pause and think what that harvest comprises. Through the winter, whenever there is open water, open, I mean, from the periodical closing of the seas by ice, herring can be found : not the small herring which comes into our markets here, but fat, rich fish, at least half as big and as heavy again as those found in our waters : fish highly valued for food, and as much prized for bait. Then, early in the year, on the tenth of March to be exact, a great fleet of especially built vessels steams out of St. John's Harbour, crashing into the ice-floes for the young seals, and carrying hundreds, nay thousands, of men who, working on the co-operative principle, in average years, will bring back sufficient pelts to give them, in barely three weeks, a more than living wage for half the year. And Nature does it all for them, but the seeking and the slaying. Cruel ? well perhaps it may be thought so by some : but, after all, it is not more cruel than the taking of plovers' eggs, or so much so as would appear to be the slaughter necessary to produce one perfect aigrette, or in plucking the breasts of sitting ducks for eider-down quilts.

April has not come and gone ere the whalers are at work again round all the open bays ; early May brings back the herring, and fleets of schooners set out for the cod, the oldest and, so far, the greatest of the fishing industries, over a vast stretch extending northwards for more than one thousand miles from Cape Race to Cape Chidley, and from Cape Ray, round by the west, to Hamilton Inlet. Then there are salmon to be netted and salmon to be caught with a fly, and we must not forget that crustacean which became a fish by virtue of a *modus vivendi*, and will shortly cease to be so, by reason of a treaty : or the squid and the caplin, which, following quickly on the herring, furnish bait in abundance to those who care to catch, or are able to purchase them.

Twenty years ago Mr. Pinson observed that the English ignorance of the most ancient American possession of the Crown was as remarkable as it was unpardonable, and that he had known persons refer to it as one of the West Indian Islands, or as being near the North Pole. Well, I am not going so far as that to-day, but I think that if more of you, dwellers in the Motherland, would learn by personal inspection what are the possibilities of her first-born Colony, the better would it be for you and for those who are waiting out there to welcome you. And as regards geographical

misconception, I can only say that this is not confined to the eighties, or restricted to those who would talk of the island found by Cabot; for, quite recently, on the other side of the Atlantic I was enabled to escape from the toils of an interviewer, because when he stumbled up against what he and his compatriots would call a snag in asking me when I was proceeding to "Mauritius, one of the smaller of the islands attached to the Jamaican continent," I was enabled to be sufficiently but amusedly rude, as to show him out of the hotel, without giving him a chance of concocting a paragraph for his paper. Yes, there is still much to be learnt about Newfoundland, much more, I think, than I could possibly compress into a paper such as this, but which can be learnt by a visit—a summer visit if you will—to one of the most beautiful of the King's possessions, to *the sportsman's paradise of the Britains oversea*.

Mr. Beckles Willson states that Newfoundland is not on the visiting list of Europe, but he goes on to say many other, and very nice, things about her, and he adds that here were made the beginnings of England's Empire, that her fishermen were once the core and backbone of the navy ; and further he makes the assertion, which I was about to give you as my own (when I remembered his opening chapter), that during two centuries she contributed many millions of pounds sterling to our national wealth. That is a hard fact, and an important one to be borne in mind by everyone who is learning to think imperially. Do you know, great as is the injunction of the great man who reminded the Motherland of her duty to do that, to think imperially, great as is the patriotism, the noble sentiment, which the words convey, I have an idea that we may supplement them by adding "and learning to feel colonially." Ladies and gentlemen, I have been nearly a quarter of a century at that lesson-book, and the more I study it, the more I work at it, the pleasanter grows the task : for, assuredly, there is no stauncher friend, there is no sturdier comrade, there is no more intensely loyal subject, than the dweller in the Britains oversea. Rudyard Kipling wrote to Mr. Willson, when the latter complained of his neglect of the Tenth Island, that he disliked the word "Colony," and that there was no need to talk of "loyalty" among races, speaking the English tongue, living under laws which are neither bought nor sold. Well, I am not going, now, to question his dicta, but all I can say is that until a new word is found—he did not propose one—and whilst Downing Street remains, the word "Colony" is good enough for me, whilst the knowledge of the overflowing "loyalty" of the millions of King Edward's subjects in his Empire over the waters

makes that last word very full of meaning, and happy meaning, to anyone who has personal experience of what it describes. And assuredly in England's oldest possession you will find—you are all going there next year, is that not so?—you will find a Colony, and you will find a loyalty which will alike satisfy you and make you glad, as I am, to have been born a British subject, to have seen portions of the greatest Empire of the world, an Empire which is not more near its zenith than we are certain of a fine day next Friday.

But it seems to me that, what between Kipling—and generously did he redeem his pledge not to fail in a reference, a poetical reference to Newfoundland, and remarkably did he prove the truth of his assertion that he knew more about her than was supposed—that what between Kipling and Beckles Willson (get the publications and read them after your visit to Avalon), I am wandering off the immediate track of my subject. My excuse must be that the Institute, under whose auspices this meeting is held, is so full of the Imperial idea, the Colonial idea (why, ladies and gentlemen, its very name is a sufficient endorsement of my view of the use of the word—the worth of the word “Colony”), is so ever active in mixing the cement of patriotism and loyalty and love for the Empire, for the old Motherland, and for the newer children, which binds them together in a sovereign union which no enemy can dissever or shake, that I have permitted myself to give expression to some of the thoughts which year by year, or from time to time, as I cross the threshold of its home in Northumberland Avenue, fill me with wonder at the wisdom which caused its inception, with admiration at the uninterrupted progress which it has made, at the ever-increasing value of the work which it is doing.

But let us return to the Tenth Island (I feel convinced that if you take my advice about your summer plans for next year you will do that of your own accord, you will return there again, and yet again) and let me try whether there is not something more which I can tell you about it. There is much more to be said than I can ever say about it: that is an unquestionable fact; but perhaps I may be able to find some few items, in the time remaining to me, which may prove worthy of your kind attention. It must not be imagined that, because I have only and cursorily mentioned the fisheries, they are all that Newfoundland has, or has had. She had a “question” you know; a “question” which for nigh on two centuries was like a chronic sore; which earned her the distinction of being described as the sport of historic misfortune. And that “question”

has been solved. I wonder if any of you can realise what that means. I do not think that I can fittingly describe the sense of gratitude with which I, in all deference, regard that settlement, the respectful admiration which I have for the work of the framers of a convention which has brought two great nations once more together, which has united the hands of two ancient friends, and which has removed causes of difficulty and danger to the peace of the world, in, I venture to assert, the most masterly instrument which has as yet been known in the world's history. You are aware that a Colonial Civil servant, whether *in situ*, or in, well, in London, must be very careful as to what he may say. But I am going to take a risk, and I am going to express a very respectful opinion that to our Kingly Peacemaker, to His Majesty's faithful Ministers and Permanent Secretaries, to the President of our neighbours and friends in France, to the Minister who directs her Foreign Affairs from the Quai d'Orsay, to the most courteous of Ambassadors who represents her at King Edward's Court, is due a debt of gratitude from the British Empire, and from the French Republic, which can never be repaid. And this is known and realised in Britain's old and loyal Colony. I would that you had followed the course which I have to-day ventured to advise, at an earlier date; I would that someone could have persuaded you to be in that Colony toward the end of April last, when you could have visited St. John's, and witnessed the outburst of enthusiasm with which the news of the signing of the London Convention of the 8th of that month was hailed; I would that you could have heard the joy-bells of the old cathedral there ring out; I would that you could have seen the colours fluttering in the northern breeze and heard the shouts of the people for their Sovereign, who had given them a free shore. I think I must qualify a statement made above, and refer to the lack of definite information marking the reception in many quarters of the terms of this agreement. It has been said—I refer only to the parts of it affecting Newfoundland—that Great Britain has paid a very high price for a comparatively small advantage. She has, it is true, paid most generously for the benefit of her children in the old Colony, and they fully realise and gratefully acknowledge that; but she has given nothing away in that island, she has made no concessions with regard to the fisheries, and she has freed the shore. In the able speeches which were recently delivered in another place, this has been fully stated; but, even now, I doubt much whether the man in the street or all men in another place realise what an immense advantage has been

gained. Why, in my journey home through Canada and the States, and frequently after arrival here, the tone of questioners, who assuredly might have known better, has been almost always one of depreciation. "Did not the people in the old Colony think that they ought to have had this, that they might have been given that, that they have lost much which need never have been conceded?" These are some of the queries with which I have been met on many sides. And my answer has always been, "Read the agreement, read it imperially if you can, and think of it colonially if you are able, and then I will show you what the loyal inhabitants of the Tenth Island thought, said, and did about it." But, then you know, the man in the street, even when he goes home, does not read much in this way. He is apt to jump at conclusions formed, frequently, on such flimsy bases as the news bills that lie daily at Piccadilly and other circuses, and then he knows all about it, and what more he may want to know is of no use to him or anyone else, unless it exactly tallies with his *idée fixe*; and so history is unmade, and misconceptions are created.

I have not attempted any historical sketch of the Island, for, as I have already remarked, that has been fully done, and it would be a gratuitous insult to those who have read what has been written for me to offer any remarks thereon, whilst to those who have not read such writings I can only say that all that is required may be found in that excellent library over the way, in Northumberland Avenue. Nor will I attempt any line of statistical figures, for are not all those details to be seen in the various reports and blue-books which appear annually?

Suffice it to state herein that the ancient Colony is, in size, about a third of the United Kingdom; that with a service of steamers of ordinary size and speed it could be reached in less than four days; that it is traversed by a line of railway connecting the capital, St. John's, with Port aux Basques, a south-western point six hours' run by steamer from North Sydney in Cape Breton, whence trains start daily for all parts of the Dominion and the States; that for the past three years the harvest of the sea has been excellent, and the prices obtained for such harvest have been and are far above the average, and there are evidences of steady development in the other industries, such as timber and minerals; that already the promises of beneficial operations in copper, iron, slate, and talc and asbestos are attracting considerable attention; that the revenue is rising, and that there is a marked absence of poverty throughout the Colony. I wish that it had been possible for me to show you some of the beautiful views which

I have obtained of this very beautiful land, but in the daylight of summer afternoons that is out of the question, and I can only again beg you to go there and see it all for yourselves. See the wealth of forest lands which stretch for miles around the lakes and streams : realise the masses of timber awaiting those who seek it, either in form of lumber or for the purposes of pulp-making ; visit the great Bell Island mines, whence millions of tons of ore are shipped to supply the great iron and steel works at Sydney. Observe the output of copper from Tilt Cove, and mark the steady strides which are being made in the production of that mineral on other properties : ask the western lumbermen and miners what the meaning of a free shore is to them ; interview the English, or Canadian, or American sportsmen who may have realised what are the possibilities of the salmon and trout rivers, and ascertain from them the advantages of being able to build for themselves lodges or cottages, without the chance of disturbance on diplomatic representation ; see for yourselves the work which is being done in existing timber mills, on occupied forest grants, and then come back, and say whether I have painted Newfoundland's picture in too rosy colours. And, before I forget it, let me remind you that although lumbering may be possible throughout the winter months, although a certain amount of herring fishing and of whaling may also be carried on then, yet, at least for five months of the year, snow and ice render it difficult to work beneficially either off the coast or on shore. I mention these facts in illustration of the sturdy endurance of the inhabitants, who, in spite of climatic influences, live their lives in cheerfulness, and, I rejoice to think, in steadily advancing prosperity ; and I venture to assert that they deserve the fullest recognition of their conduct, for it must be remembered that, until this present year, a very large number of them knew that they were hampered with restrictions which, although for the most part unavoidable, were none the less irritating ; that their work on and off the shore was ever subject to rules and regulations which tied their hands and stayed development ; and that permanency of occupation was constantly challenged, and frequently rendered impossible.

That is why I alluded to the "question" as a chronic sore, and I think that the patience of those afflicted thereby, through a length of years, commends itself as most admirable ; and that to the tact and good sense of all concerned in the direction and administration of those rules and regulations, to the courtesy of those employed by our neighbours in this most difficult task, to the forbearance of

many a hard-worked fisherman, in more than trying conditions, is due a very full measure of grateful acknowledgment.

And now all is to be changed, the sore is to be healed, is fast healing, and through the wisdom of the two Governments, by means of the conciliatory spirit which inspires and actuates the rulers of two great and neighbouring nations, the cause of trouble is about to be removed, the conditions which, through nearly two centuries, formed a standing menace to peace are terminated, and hands are joined in friendship never, as I trust, to be unclasped.

But the old Colony has, as I have already indicated, other things besides fisheries and a solved question. She has wide forest lands, large mineral treasures in sight and in working, agricultural possibilities as yet but thinly developed, a Royal Naval Reserve, flourishing and popular (the first to be created in the Empire, as was fitting for its King's senior dependency), and, taking a leaf out of the Motherland's book, and anticipating its foreword, a coming general election : and, over and above all these things, she has a growing revenue and contentment amongst her people.

These are all good things, save perhaps the coming election ; and I rejoice to think how good they are, and how good they have appeared to me during the three happy years of my sojourn there. Now, as to forest lands first, there are, I am informed, no reasons to prevent these from being a source of profit to the community and to those who own them, for many years to come. There need be no such process of denudation as would lead to their abandonment. The spruce, valuable for timber and for pulp purposes, grows freely and generously, and, with a little care in the process of cutting out, and in the prevention of fires, there need never be any fear of deforestation such as has occurred elsewhere. There is no lack of water power for working the mills, and there is no reason to doubt, at least I have no reason to doubt, that with the growing desire of the man in the street for newspapers (that is where the pulp business will come in), and with the equally growing determination of himself and his family to have a roof over his head (that is where the lumber production is affected), an extending market and a continuous output are in front of the Newfoundland forest worker.

Minerals : well, I have mentioned already the Bell Island Iron Works, the Tilt Cove copper mines; and there are many other possible, nay probable, ventures in connection with both of these products, ventures which, as I have indicated, will no longer be rendered useless by the inability of the adventurers to find an outlet on the erstwhile Treaty shore.

Agriculture.—I often wonder, since I have been in Newfoundland and have learned the marvellous growth in the fields of the Canadian North-West, why there should be any idea of profitable farming in less favoured localities. When you jump, without any perceptible interval, from icebound and snow-covered fields to a spring which is all a summer; when you see nature putting forth her best with a rapidity which is more than astounding; when you realise that, in less than four months, the seed is sown and the harvest is reaped; when you can stand in fields of wheat, or of timothy grass nigh on seven feet high, there must come to you a feeling of admiration and astonishment. And there are many fertile stretches of country in the old island awaiting the advent of those whose *métier* is to work the lands of the Empire, and who are brothers and assistants of the toilers on her seas.

And there is her contribution to the defence of the Empire in the Naval Reserve. The inception of this scheme dates back some few years; and a contingent of men has, since 1900, been sent for a cruise in southern waters in the ships, one or other of which are comprised in the North-American and West Indian Squadron of His Majesty's Navy. They have from the first given a good account of themselves, they have ever been of excellent behaviour, and they learn their drill and their duty rapidly; each year they have won rowing races, and, on more than one occasion, when meeting boat crews from the whole fleet; whilst the reports from their commanding officers and from the Admiral himself have been of a most satisfactory nature. They have a stationary training-ship, the *Calypso*, at St. John's, and already five hundred men out of the limit of six hundred have been enrolled and duly come forward for their training. It is a matter of no small satisfaction to myself that I should have witnessed the practical fruition of this scheme, the initial one, as I have observed, in the Empire; and we may expect that the good example which has been set by Newfoundland will be followed in other and greater portions of King Edward's oversea Empire, for, assuredly, nothing can serve to consolidate the brotherhood of its several parts more thoroughly than the united service involved in a scheme of Naval Reserve in the Colonies. Men from the younger lands are enrolled for service with their trained brothers from the old Motherland, they wear the same uniform, serve in the same ships when cruising, obey the same orders, learn the same duties, and are privileged to take part in the same sports in which, if they be Newfoundlanders, they usually come off victors; and, above all, they are employed for the

defence of the same Empire. Such an arrangement must be for good, for it not only adds to the fighting power of the nation, but it makes the man from the Old Country realise more completely than hitherto of what good stuff his brothers in the Colonies are built, and it intensifies the loyalty of the latter to the Motherland, and his pride in serving under her flag.

And then there is the sport which is to be had all through Terra Nova, the salmon and the trout fishing, perhaps the best in the world, and the caribou shooting, certainly unrivalled. Let me quote what that mighty hunter, Selous, has said about the latter : "I think I never enjoyed an outing more than my last little trip to Newfoundland ; I got off the beaten track, found plenty of caribou, and, of the five stags I shot, two carried very fine heads, and two others very fair ones, the fifth being a small one. While the primeval desolation of the country and the vast voiceless solitudes, where the silence is never broken save by the cry of some wild creature, have an inexpressible charm all their own, you feel that you stand on a portion of the earth's surface which has known no change for countless centuries, a land which may remain in its natural condition for centuries yet to come." As a brother sportsman, I hope the last prophecy may be fulfilled ; as a believer in the development of the interior of the island, I am convinced that poetical inspiration has led him into an error.

But surprise may be felt as to my having avoided any allusion to the question of federation with the Dominion. I have done so advisedly, for it would be but a poor return for the friendship, and, indeed, affection, shown to me by those who were lately my ministers and advisers, and from whom I have parted with unqualified regret, if I were, by any words of mine, to give expression to views which might in any way interfere with, or affect, their policy in the matter ; and I can only say that, if and when both Canada and Newfoundland desire and decide upon that conjunction, no one will hail it with greater satisfaction than your humble servant. And now my time is up, and I fear your patience has been exhausted, so permit me to close with the words which have been quoted more than once before at like gatherings, and let me apply them to Newfoundlanders, who made the past three years of my life very happy ones :—

Dear are the lands where they were born,
Where rest their honoured dead,
And rich and wide on every side
The fruitful pastures spread ;

But dearer to their faithful hearts
Than home, or gold, or lands
Are Britain's laws, and Britain's Crown,
And Britain's flag of old renown,
And grip of British hands.

DISCUSSION.

Mr. J. MURRAY CLARK, K.C. Canada, who expressed his appreciation of the Paper, first referred to the use of the word "Colony," and said that there could be no objection to that word rightly used. It was, indeed, one of noble signification. But some years ago the word implied, or was thought to imply, a feeling of inferiority and a feeling in the minds of Englishmen at home that Englishmen went to the Colonies, as a rule, for the good of England. That feeling having entirely disappeared, the objection to the word had also largely disappeared. Indeed, speakers in England now referred to such great Colonies as Canada as Sister Nations. In reference to the part of the Paper dealing with the question of the federation of Newfoundland with Canada, he reminded the meeting that this measure was recommended by Lord Durham in his famous report, and in the British North America Act elaborate provision was made by the Imperial Parliament at the suggestion of Fathers of Confederation in Canada for the inclusion of Newfoundland and Prince Edward Island. The latter had been included, but Newfoundland remained out. The provisions of the Imperial Act, however, remained in force, so that all that had to be done was for Newfoundland and Canada to come together and arrange the terms of union. The great difficulty in the past had been the so-called French Shore question. Canadians as well as Newfoundlanders rejoiced that that question had now, for ever, been settled. It would be remembered that Sir Sandford Fleming, some years ago, proposed a line of railway across Newfoundland in order to establish more rapid communication between Newfoundland and Canada and the Mother Country, and the obstacle to the building of that railway was the intention of the French Government in regard to the French shore. That question was not only serious as preventing the development of the island, but was considered in Canada, on account of local circumstances, as a serious consideration in connection with any arrangement with Newfoundland. That difficulty, however, as he had said, had now been completely removed, and we might hope that in the very near future the recommendation

contained in Lord Durham's report would be consummated by the inclusion of Newfoundland in the Canadian Dominion, thus rounding off Confederation. Another matter he would simply mention—namely, that Labrador was a dependency of Newfoundland and comprised the greater part of the North Atlantic seaboard which did not belong to the United States. The part of Labrador which belonged to Newfoundland extended from Belle Isle away up to Hudson Bay and included the whole Atlantic seaboard between those limits. Further, Newfoundland and Labrador together were very important in relation to the question of the navigation of the St. Lawrence and Hudson Bay, a matter which had come into practical prominence in Canada, and this furnished, especially to Canadians, a cogent reason why Confederation should be brought about. There was another question—namely, the question of St. Pierre and Miquelon, which still belonged to France. When France is willing to part with these islands they should become a part of the British Empire. Their continuing to belong to France was a matter of very little importance to Newfoundland or the Empire, but one could not but recall that a short time ago very significant expressions were used in the United States in regard to these islands. These expressions attracted great attention in Canada, but very little attention in Great Britain. Indeed, it was a common opinion on this side that the Americans should always have anything they asked for. He did not think the opinion that these islands should be acquired by the United States expressed by prominent senators, men who had controlled policies in the United States, should be entirely ignored, and, as a Canadian, he wished to insist that to allow this step to be taken would be disastrous to many of the aspirations of Canada in connection with her extension and development, and a serious interference with the part she desired to play in connection with the development of the British Empire.

Mr. T. KYFFIN FREEMAN mentioned that he had recently returned from Newfoundland, and considered, from the benefit he had derived from that and previous visits, he really owed his life to it. Whilst he listened with great interest to Mr. Clark's speech, he begged the audience to remember that Mr. Clark was a citizen of the Canadian Dominion. There was a strong feeling on the part of many of his (Mr. Freeman's) friends, not only in Newfoundland but in England, that it would be well for the present at any rate that the Colony should remain as it is constitutionally. Newfoundland was a splendid country, possessing all the resources that tended to make it self-sustaining. It had coal and iron—

iron of splendid quality, millions of tons of which had merely to be shovelled into the vessels for shipment. There were also wonderful slate quarries there, equalling the best Welsh slates. It was, moreover, a country of agricultural value, and he had seen in many parts of the country good crops could be grown. Whilst possibly many of Mr. Murray Clark's friends in Newfoundland advocated confederation with Canada, there were more who would rather still be attached to the old country as now. They were of opinion that they could paddle their own canoe. Certainly, notwithstanding the settlement of the Shore question, Newfoundlanders were not at present desirous of confederation ; it might come by-and-by, but they would for some while to come prefer to develop the promising resources of which they had been unconscious until the last few years. The railway was developing the country wonderfully. The Colony could boast of very picturesque scenery. There were splendid falls to utilise for power to drive machinery, and there were few countries that possessed greater charm than Newfoundland. As regards sport, salmon and trout abounded in the rivers and lakes, and it was admitted that there was no country in the world to equal its fishing qualities. He might mention that for many years cod-liver oil had come from Norway, simply because the imports from St. John's had not been properly rectified. That day, however, had gone by, and the rectified oil from St. John's was now equal to anything that came from Norway. Formerly it was not an uncommon thing, in visiting certain settlements, to be offered a glass of cod-liver oil when you visited the factories, and his old landlady at Quidi Vidi, near St. John's, boasted that she had had the honour of offering a glass of cod-liver oil to our present king, when as Prince of Wales he visited the Colony in 1860. The Prince passed the glass on to his medical attendant and to the Governor and Colonial Secretary who were with His Royal Highness, that they might taste it and report to him ! Mr. Freeman strongly urged the Fellows of the Institute and friends present to take an early opportunity of visiting the Colony. They would receive a hearty welcome from all classes and find much enjoyment and profit from the visit.

Mr. ROBERT L. NEWMAN, in a racy speech, mentioned that he had been out in Newfoundland for years and had never had a glass of cod-liver oil offered him. He denied that there was wheat seven feet high growing in Newfoundland. He did not agree at all with what had been said about minerals, for he had seen a great deal of the South Coast and did not know of a single mine there. He admitted that Belle Isle was a wonderful mine ; indeed, just one

mass of solid metal. As regarded sport, he said there were any quantity of salmon, but they would not take the fly well outside a certain radius of St. John's. He considered this a very curious thing. As to sea-trout, you could catch so many there was no fun in catching them at all, but there they were in millions. If you got a 10 lb. fish the thing would be put in the papers; at least, that was his experience a few years ago. He believed that a few large ones had been caught on the Codroy River of late years.

The CHAIRMAN moved a cordial vote of thanks to Sir Cavendish Boyle for his very bright, pleasant, and interesting Paper.

Sir CAVENDISH BOYLE, in reply, said that he had not stated that wheat grew in Newfoundland seven feet high or any height, for it was well known that no wheat whatever was raised there. That statement had reference to the North-West of Canada, and it was the luxuriant growth of timothy grass in Newfoundland to which he had referred. As to minerals, he would remind Mr. Newman of the existence of Tilt Cove, which was just as wonderful in its way as Belle Isle. The locality alluded to by Mr. Newman in regard to its mineral possibilities might, he thought, after all the bad things which had been said of it, be described not as Fortune Bay but as Misfortune Bay; but, on the other hand, on the Western Coast, and in other parts, there were indubitable mineral resources. With regard to the question of sport, the last speaker seemed to know but very little about the numberless rivers teeming with salmon elsewhere than around St. John's and in the Fortune Bay districts, such as the Humber, the Codroy, Torrent, Gambo, Exploits, the Gander, Rattling, and many others, where he could assure the meeting from personal experience that far larger fish than the size mentioned by Mr. Newman were to be caught. And then, as to the sea-trout, whilst endorsing the statement with regard to their numbers and avidity for the fly he could not but express his regret that such unnecessary and unsportsmanlike slaughter should have taken place, and that numbers of these game fish should have been caught to be left to rot on the river banks. He would now ask the meeting to give a cordial vote of thanks to the oldest and most fervent worker for the Institute, Sir Frederick Young, who, he was glad to say, after these many years, was still the life and soul of the Institute.

The CHAIRMAN heartily thanked the Meeting, and said this was the last gathering of the Session and not the least important.

THE NEWFOUNDLAND SHORE QUESTION.

AT a meeting of the Council held on Tuesday, June 7, the following resolution was adopted : "The Council of the Royal Colonial Institute desire to offer their congratulations to His Majesty's Government on the satisfactory arrangement that has been come to in the Anglo-French Convention as regards the Colony of Newfoundland.

" It affords them special gratification because as far back as the year 1875 they appointed a committee for the express purpose of collecting information and drawing up a report,¹ upon this important Imperial question, in which a conviction was expressed that the time had arrived when national policy imperatively demanded that the question should be finally settled so that British subjects should no longer be deprived of the unrestricted right of fishing in their own waters and colonising and developing the resources of their own territory."

The following reply has been received :

" Colonial Office : June 9, 1904.

" Sir,—Mr. Lyttelton desires me to acknowledge the receipt of your letter of the 7th inst., enclosing a resolution adopted at a meeting of the Royal Colonial Institute, offering congratulations to His Majesty's Government on the conclusion of the Anglo-French Convention.

" Mr. Lyttelton desires to congratulate the Council of the Royal Colonial Institute upon the prescience with which so long ago as 1875 they took steps to promote the settlement of the Newfoundland shore question.

" I have the honour to be, Sir,

" Yours faithfully,

" BEHNARD HOLLAND.

" The Secretary,
Royal Colonial Institute,
Northumberland Avenue."

THIRTY-FIRST ANNUAL CONVERSAZIONE.

THE Thirty-first Annual Conversazione was held at the Natural History Museum, by permission of the Trustees of the British Museum, on Wednesday, June 22, 1904, and was attended by

¹ *Proceedings Royal Colonial Institute*, vol. vii. p. 6.

about 2,000 guests, representing all parts of the British Empire. The Band of the Coldstream Guards, conducted by Lieut. J. McKenzie Rogan, which recently visited Canada by special permission of His Majesty the King, played in the Central Hall, and the Meister Glee Singers performed in the Bird Gallery.

Refreshments were served throughout the evening in various parts of the building. The Central Hall was decorated with choice flowers and palms. The guests were received by the following Vice-Presidents and Councillors :

Vice-Presidents : The Earl of Jersey, G.C.B., G.C.M.G.; Lord Brassey, K.C.B.; Sir Henry E. G. Bulwer, G.C.M.G.; Field-Marshal Sir Henry W. Norman, G.C.B., G.C.M.G., C.I.E., and Sir Frederick Young, K.C.M.G. *Councillors* : Mr. Allan Campbell; Mr. Frederick Dutton; Mr. T. E. Fuller, C.M.G.; Major-General Sir Henry Green, K.C.S.I., C.B.; Dr. Alfred P. Hillier; Mr. S. Vaughan Morgan; Sir E. Montague Nelson, K.C.M.G.; Sir Montagu F. Omannay, K.C.B., K.C.M.G., I.S.O.; Sir Westby B. Perceval, K.C.M.G.; the Right Hon. Sir J. West Ridgeway, G.C.M.G., K.C.B., K.C.S.I.; Major-General C. W. Robinson, C.B., and Sir Charles E. F. Stirling, Bart.

APPENDIX

ARTESIAN BORING IN AUSTRALIA.

The following correspondence is published for the information of Fellows :—

454 Collins Street, Melbourne :
April 19, 1904.

The Secretary, Royal Colonial Institute,
Northumberland Avenue, London.

Dear Sir,—I notice in the February (1904) number of your *Journal*, in a paper read by Mr. Charles C. Lance, Commercial Agent for the Government of New South Wales, on the subject of Irrigation, that the statement is made that the first bores in Australia were put down on Kellara and Kerribee stations in New South Wales, which is not correct.

The first bore was put down on Thurulgoona Station, Queensland, by the Squatting Investment Company. The work on No. 1 Bore commenced on December 17, 1886, and was finished on February 17, 1887.

Be good enough to publish this in your next number.

Yours faithfully
SIMON FRASER,
Chairman, Squatting Investment Company.

Commercial Agency for the Government of New South Wales,
49 and 51 Eastcheap, London, E.C.
25 May, 1904

Dear Mr. O'Halloran,—I thank you for sending me Mr. Simon Fraser's letter.

My authority is Mr. Pittmann, the New South Wales Government Geologist, and I cannot do better than give you the following extract from his book on "The mineral resources of New South Wales":—

"In the following year, 1880, the first actual discovery of artesian water was made at two places, known as Wee Wattah and Mullyeo in the Killara Pastoral holding between the Darling and Paroo Rivers. Mr. David Brown, Manager of Messrs. Officer Bros., put down some bores for water at these places, being guided in his selection of sites

for the bores by the occurrence on the surface of the plains of some natural springs known as "mud springs." These "mud springs" are now known to be indications of the occurrence of artesian water at shallow depths, and they consist of more or less circular mounds of clay and gravel, in the centre of which are springs. At the Wee Wattah spring a bore four inches in diameter was put down from the bottom of a well 110 feet deep, and after an additional depth of thirty-four feet had been bored a supply of artesian water rose in the pipes to a height of twenty-six feet above the surface of the ground.

"Mr. W. W. Davis, the owner of Kerribee, was, however, the first to demonstrate the success of artesian boring on an extensive scale. The first bore put down by him was 1,078 feet in depth and yielded 350,000 gallons per day. The second was still more successful, for at a depth of 1,840 feet a flow of 1,750,000 gallons per day was obtained. Many other pastoralists followed Mr. Davis's example, and five artesian wells were constructed in various drought-stricken parts of the country. In 1884 the Government undertook the work of providing water along roads and stock routes in the North-Western district by inviting tenders for sinking artesian wells at specified localities."

Mr. Boulbee, the Superintendent of Watering Places in New South Wales, corroborates this in an article in the "Rise and Progress of Artesian Boring," and adds:—"The Government commenced operations in 1884 by undertaking a series of bores upon the Bourke and Wanaaring road under the direction of the Superintendent of Drills."

Yours very truly,

CHARLES C. LANCE,

Commercial Agent.

GRANT
UNTO THE
ROYAL COLONIAL INSTITUTE
OF
Her Majesty's Royal Charter of Incorporation,
DATED 26TH SEPTEMBER, 1882.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, Empress of India, To all to whom these Presents shall come Greeting.

Whereas His ROYAL HIGHNESS ALBERT EDWARD, PRINCE OF WALES, K.G., and His GRACE THE DUKE OF MANCHESTER, K.P., have by their Petition humbly represented to Us that they are respectively the President and Chairman of the Council of a Society established in the year one thousand eight hundred and sixty-eight, and called by Our Royal Authority the

Royal Colonial Institute, the objects of which Society are in various ways, and in particular by means of a place of Meeting, Library and Museum, and by reading papers, holding discussions, and undertaking scientific and other inquiries, as in the said Petition mentioned, to promote the increase and diffusion of knowledge respecting as well Our Colonies, Dependencies and Possessions, as Our Indian Empire, and the preservation of a permanent union between the Mother Country and the various parts of the British Empire, and that it would enable the said objects to be more effectually attained, and would be for the public advantage if We granted to His Royal Highness ALBERT EDWARD, PRINCE OF WALES, K.G., WILLIAM DROGO MONTAGU, DUKE OF MANCHESTER, K.P., and the other Fellows of the said Society, Our Royal Charter of Incorporation.

And whereas it has been represented to Us that the said Society has, since its establishment, sedulously pursued the objects for which it was founded by collecting and diffusing information ; by publishing a Journal of Transactions ; by collecting a Library of Works relating to the British Colonies, Dependencies and Possessions, and to India ; by forming a Museum of Colonial and Indian productions and manufactures, and by undertaking from time to time scientific, literary, statistical, and other inquiries relating to Colonial and Indian Matters, and publishing the results thereof.

Now know Ye that We, being desirous of encouraging a design so laudable and salutary, of Our especial

grace, certain knowledge and mere motion, have willed, granted and declared, and do by these presents for Us, Our heirs and successors, will, grant and declare in manner following, that is to say :—

1. HIS ROYAL HIGHNESS ALBERT EDWARD, PRINCE OF WALES, and HIS GRACE THE DUKE OF MANCHESTER, and such other of Our Loving Subjects as now are Fellows of the said Society, or shall from time to time be duly admitted Fellows thereof, and their successors, are hereby constituted, and shall for ever hereafter be by virtue of these presents one body politic and corporate by the name of the Royal Colonial Institute, and for the purposes aforesaid, and by the name aforesaid, shall have perpetual succession and a Common Seal, with full power and authority to alter, vary, break, and renew the same at their discretion, and by the same name to sue and be sued in every Court of Us, Our heirs and successors, and be for ever able and capable in the law to purchase, receive, possess, hold and enjoy to them and their successors, any goods and chattels whatsoever, and to act in all the concerns of the said body politic and corporate as effectually for all purposes as any other of Our liege subjects, or any other body politic or corporate in the United Kingdom, not being under any disability, might do in their respective concerns.

2. **The Royal Colonial Institute** (in this Charter hereinafter called the Institute) may, notwithstanding the statutes of mortmain, take, purchase, hold and enjoy to them and their successors a Hall, or House, and any

such messuages or hereditaments of any tenure as may be necessary for carrying out the purposes of the Institute, but so that the yearly value thereof to be computed at the rack rent which might be gotten for the same at the time of the purchase or other acquisition, and including the site of the said Hall, or House, do not exceed in the whole the sum of TEN THOUSAND POUNDS. And We do hereby grant Our especial Licence and authority unto all and every person and persons, bodies politic and corporate (otherwise competent), to grant, sell, alien and convey in mortmain unto and to the use of the Institute and their successors any messuages or hereditaments not exceeding the annual value aforesaid.

3. **T**here shall be a Council of the Institute, and the said Council and General Meetings of the Fellows to be held in accordance with this Our Charter shall, subject to the provisions of this Our Charter, have the entire management and direction of the concerns of the Institute.

4. **T**here shall be a President, Vice-Presidents, a Treasurer, and a Secretary of the Institute. The Council shall consist of the President, Vice-Presidents, and not less than twenty Councillors; and the Secretary, if honorary.

5. HIS ROYAL HIGHNESS ALBERT EDWARD, PRINCE OF WALES, shall be the first President of the Institute, and the other persons now being Vice-Presidents and

Members of the Council of the Institute shall be the first Members of the Council, and shall continue such until an election of Officers is made under these presents.

6. **A** General Meeting of the Fellows of the Institute shall be held once in every year, or oftener, and may be adjourned from time to time, if necessary, for the following purposes, or any of them :—

(a) The election of the President, Vice-Presidents, Treasurer, and other Members of the Council.

(b) The making, repeal, or amendment of rules and bye-laws for the Government of the Institute, for the regulation of its proceedings, for the admission or expulsion of Fellows, for the fixing of the number and functions of the Officers of the Institute, and for the management of its property and business generally.

(c) The passing of any other necessary or proper resolution or regulation concerning the affairs of the Institute.

7. **The** General Meetings and adjourned General Meetings of the Institute shall take place (subject to the rules of the Institute and to any power of convening or demanding a Special General Meeting thereby given) at such times as may be fixed by the Council.

8. **The** existing rules of the Institute, so far as not inconsistent with these presents, shall continue in force

until and except so far as they are altered by any General Meeting.

9. **The Council shall have the sole management of the income, funds, and property of the Institute, and may manage and superintend all other affairs of the Institute, and appoint and dismiss at their pleasure all salaried and other officers, attendants and servants as they may think fit, and may, subject to these presents and the rules of the Institute, do all such things as shall appear to them necessary and expedient for giving effect to the objects of the Institute.**

10. **The Council shall once in every year present to a General Meeting a report of the proceedings of the Institute, together with a statement of the receipts and expenditure, and of the financial position of the Institute, and every Fellow of the Institute may, at reasonable times to be fixed by the Council, examine the accounts of the Institute.**

11. **The Council may, with the approval of a General Meeting, from time to time appoint fit persons to be Trustees of any part of the real or personal property of the Institute, and may make or direct any transfer of such property necessary for the purposes of the trust, or may at their discretion take in the corporate name of the Institute Conveyances or Transfers of any property capable of being held in that name. Provided that no sale, mortgage, incumbrance or other disposition of any hereditaments belonging to the Institute shall be made unless with the approval of a General Meeting.**

12. **No Rule, Bye-law, Resolution or other proceeding** shall be made or had by the Institute, or any Meeting thereof, or by the Council, contrary to the General Scope or true intent and meaning of this Our Charter, or the laws or statutes of Our Realm, and anything done contrary to this present clause shall be void.

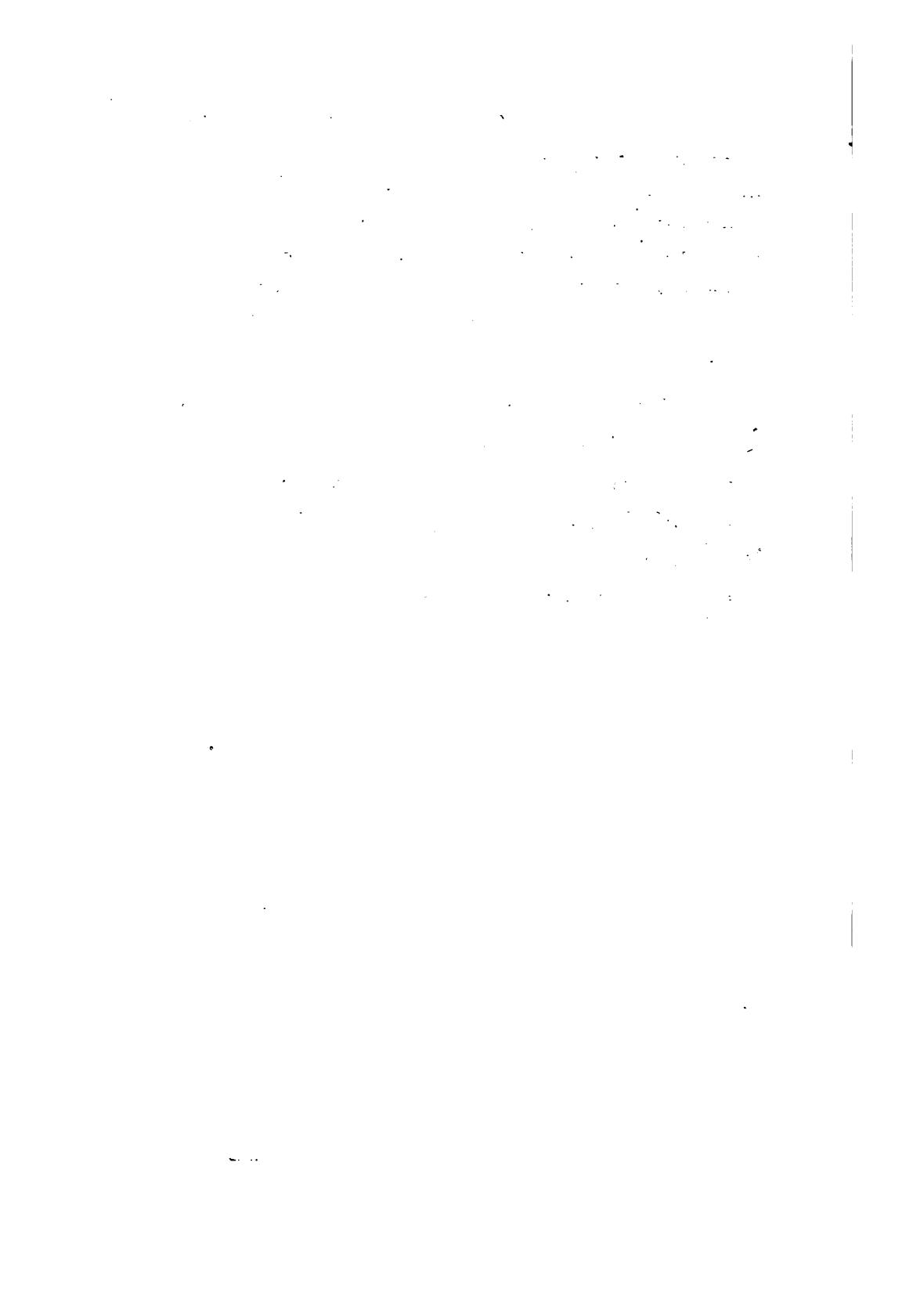
In Witness whereof We have caused these Our Letters to be made Patent.

Witness Ourself at Our Palace at Westminster, the Twenty-sixth of September in the Forty-sixth year of Our Reign.

By Her Majesty's Command.

L.S.

CARDEW.



LIST OF FELLOWS.

PATTON: HIS MAJESTY THE KING.

(Those marked * are Honorary Fellows.)
 (Those marked † have compounded for life.)

RESIDENT FELLOWS.

Year of Election.	
1897	†A-BABERELTON, ROBERT, F.R.E.S., P.O. Box 33, Pretoria, Transvaal, and Secretary, Lands Commission, P.O. Box 322, Maritzburg, Natal.
1898	AARONS, LEWIS, <i>The Hayes</i> , Kenley, Surrey; and 21 Gresham House, E.C.
1891	ABERDEEN, THE RIGHT HON. THE EARL OF, G.C.M.G., 58 Grosvenor Street, W.; and <i>Haddo House</i> , Aberdeen, N.B.
1872	ABRAHAM, AUGUSTUS B., <i>Reform Club</i> , Pall Mall, S.W.
1886	†ACLAND, VICE-ADMIRAL SIR WILLIAM A. DYKE, BART., C.V.O., <i>Rocklands, Chudleigh</i> , Devon, <i>United Service Club</i> , and <i>Athenæum Club</i> , Pall Mall, S.W.
1889	ACUTT, R. NOBLE, 109 <i>Oakwood Court</i> , Kensington, W.
1886	†ADAM, SIR CHARLES E., BART., 5 <i>New Square</i> , Lincoln's Inn, W.C.; and <i>Blair-Adam</i> , Kinross-shire, N.B.
1904	ADAMS, CHARLES WELDON, <i>The Lawn</i> , Guildford.
1893	ADAMS, GEORGE, 108 <i>Oakwood Court</i> , Kensington, W.
1889	ADAMS, JAMES, 9 <i>Gracechurch Street</i> , E.C.
1901	ADAMSON, WILLIAM, C.M.G., 2 <i>Billiter Avenue</i> , E.C.
1896	AGAR, EDWARD LARPENT, <i>Hilly Mead</i> , Wimbledon, S.W.
1887	AGIUS, EDWARD T., 22 <i>Billiter Street</i> , E.C.; and <i>Malta</i> .
1879	AITKEN, ALEXANDER M., <i>Airdaniar</i> , Pitlochry, N.B.
1895	AKERROYD, JAMES B., 16 <i>Gordon Street</i> , W.C.
1886	ALCOCK, JOHN, 111 <i>Cambridge Gardens</i> , North Kensington, W.
1885	†ALDENHOVEN, JOSEPH FRANK, Messrs. W. Eldon & Co., <i>St. Dunstan's Buildings</i> , St. Dunstan's Hill, E.C.
1900	ALLCROFT, WALTER L., 97 <i>Wood Street</i> , E.C., and <i>Sports Club</i> , St. James's Square, S.W.
1898	†ALLEN, ARTHUR A., 47 <i>Onslow Square</i> , S.W.; and <i>Hillside</i> , Swanage, Dorset.
1869	†ALLEN, CHARLES H., 17 <i>Well Walk</i> , Hampstead, N.W.
1901	ALLEN, JAMES F., M.D., 70 <i>Clapham Road</i> , Bedford.
1880	†ALLEN, ROBERT, <i>Summerhayes</i> , Betchworth, Surrey.
1899	ALLEN, REV. W. OSBORN B., M.A., <i>Society for Promoting Christian Knowledge</i> , Northumberland Avenue, W.C.
1893	ALSOP, THOMAS W., <i>Falkirk Iron Co.</i> , 67 Upper Thames Street, E.C.

Year of
Election.

1880	ANDERSON, F. H., M.D., 3 <i>Courtfield Gardens, S.W.</i>
1900	ANDERSON, GEORGE GRAY, 16 <i>Philipot Lane, E.C.</i>
1875	†ANDERSON, EDWARD R.
1897	ANDERSON, KENNETH S., 5 <i>Fenchurch Avenue, E.C.</i>
1891	ANDERSON, W. HERBERT, <i>Junior Carlton Club, Pall Mall, S.W.</i>
1873	ARBUTHNOT, COLONEL G., R.A., <i>Carlton Club, Pall Mall, S.W.</i>
1894	ARBUTHNOT, WM. REINERSON, <i>Plow Hatch, East Grinstead.</i>
1900	ARCHIBALD, R. BRUCE, J.P., <i>Roxborough, Tobago, West Indies.</i>
1898	AEDAGH, MAJOR-GENERAL SIR JOHN O., R.E., K.C.M.G., K.C.I.E., C.B., 118 <i>Queen's Gate, S.W.</i>
1878	†AEGYLL, HIS GRACE THE DUKE OF, K.T., G.C.M.G., G.C.V.O., <i>Kensington Palace, W.</i>
1900	†AERWRIGHT, JOHN S., M.P., 7 <i>King's Bench Walk, Temple, E.C.</i>
1883	†ARMITAGE, JAMES ROBERTSON.
1891	ARMSTRONG, W. C. HEATON-, 30 <i>Portland Place, W.</i>
1888	ARMYTAGE, GEORGE F., 35 <i>Kensington Court Mansions, W.</i>
1888	†ARMYTAGE, OSCAR FERDINAND, M.A., 59 <i>Queen's Gate, S.W.</i> ; and <i>New University Club, St. James's Street, S.W.</i>
1895	ASHCROFT, EDGAR A., M.I.M.M., M.I.E.E., 82 <i>Victoria Street, S.W.</i>
1902	ASHLEIGH-BODDINGTON, ERNEST,
1874	ASHLEY, RIGHT HON. EVELYN, <i>Broadlands, Romsey, Hants.</i>
1891	†ASEMAN, REV. J. WILLIAMS, M.A., M.D., 8 <i>Walterton Road, St. Peter's Park, W.</i>
1898	ASHTON, RALPH S., B.A., 19 <i>Belmont Park, Lee, S.E.</i>
1879	ASHWOOD, JOHN, 42 <i>Caledonian Place, Clifton, Bristol.</i>
1898	ASPINAL, ALGERNON E.; <i>West India Committee, 15 Seething Lane, E.C.</i>
1889	ASTLE, W. G. DEVON, 6 <i>Lombard Court, E.C.</i>
1883	†ASTLEFOORD, JOSEPH, <i>National Liberal Club, Whitehall Place, S.W.</i>
1874	†ATKINSON, CHARLES E., <i>Algoa Lodge, Brackley Road, Beckenham, Kent.</i>
1892	ATTENBOROUGH, MARK, 6 <i>Hillbury Road, Upper Tooting, S.W.</i>
1879	ATTLEE, HENRY, 10 <i>Billiter Square, E.C.</i>
1902	AURERBACH, JULIUS, <i>Messrs. Dreyfus & Co. Ltd., 101 Leadenhall St., E.C.</i>
1871	AVEBURY, Rt. HON. LORD, 6 <i>St. James's Sq., S.W.</i> ; and 15 <i>Lombard St., E.C.</i>
1902	AYERS, EBENEZER W., 18 <i>St. Swithin's Lane, E.C.</i>
1880	BADCOCK, PHILIP, 4 <i>Aldridge Road Villas, Bayswater, W.</i>
1893	BAILEY ALLANSON, c/o <i>Messrs. J. & C. Carter, 12 Wood Street, E.C.</i>
1883	BAILEY, FRANK, 69 <i>Mark Lane, E.C.</i>
1888	BAILLIE, JAMES R., 1 <i>Akenside Road, Fitzjohn's Avenue, N.W.</i>
1882	†BAILWARD, A. W., <i>Horsington Manor, Wincanton, Somerset.</i>
1902	BAIN, ROBERT R., 126 <i>Queen's Gate, S.W.</i>
1902	BAIN, WILLIAM P. C., <i>Lochrin Ironworks, Coatbridge, N.B.</i>
1897	BAIRD, BORTHWICK R., <i>Balloon of Cawdor, Nairn, N.B.</i>
1897	BAKER, JOHN HOLLAND, <i>Warren Farm, Guildford.</i>
1885	†BALDWIN, ALFRED, M.P., <i>Kensington Palace Mansions, W.</i> ; and <i>Wilden House, near Stourport.</i>
1884	BALFOUR, B. R., <i>Townley Hall, Drogheada, Ireland.</i>
1901	BALLOT, JOHN, 607 <i>Salisbury House, E.C.</i>
1885	BALME, CHARLES, 61 <i>Basinghall Street, E.C.</i>
1881	†BANKS, EDWIN HODGE, <i>High Moor, Wigton, Cumberland.</i>

Year of
Election.

1892	BARBER, ALFRED J., <i>Castlemere, Hornsey Lane, N.; and Midland Railway Company of Western Australia, 14 Queen Victoria Street, E.C.</i>
1897	BARCLAY, HUGH GURNEY, <i>Colney Hall, Norwich.</i>
1894	BARCLAY, JOHN, <i>Junior Constitutional Club, Piccadilly, W.</i>
1889	†BARING-GOULD, F., <i>Merrow Grange, Guildford.</i>
1884	BARNARD, H. WYNDHAM, <i>62 St. George's Square, S.W.</i>
1883	BARRATT, WALTER.
1895	BARRON, THOMAS M., <i>Church Row, Darlington.</i>
1894	BATLEY, SIDNEY T., <i>16 Great George Street, S.W.; and St. Stephen's Club, Westminster, S.W.</i>
1904	BATTY, JAMES H., <i>40 Harley House, Marylebone Road, N.W.</i>
1887	BAXTER, ALEXANDER B., <i>Australian Joint Stock Bank, 2 King William Street, E.C.</i>
1902	BAYLDON, D. H., <i>17 Castle Bar Road, Ealing, W.</i>
1897	BAYLISS, THOMAS A., <i>The High House, King's Norton, Birmingham.</i>
1896	BAYNES, DONALD, M.D., <i>43 Hertford Street, W.</i>
1885	†BAZLEY, GARDNER SEBASTIAN, <i>Hatherop Castle, Fairford, Gloucestershire.</i>
1893	BEALEY, ADAM, M.D., <i>Filsham Lodge, St. Leonards-on-Sea.</i>
1879	BEALEY, SAMUEL, <i>55 Belsize Park Gardens, N.W.</i>
1893	†BEAR, GEORGE A., <i>98 Palace Gardens Terrace, W.</i>
1890	BEARE, SAMUEL PRATER, <i>The Oaks, Thorpe, Norwich.</i>
1890	BEARE, PROF. T. HUDSON, B.Sc., <i>Engineering Laboratory, The University, Edinburgh.</i>
1885	†BEATTIE, JOHN A. BELL, <i>Gordon Lodge, St. Andrews, N.B.; and Constitutional Club, W.C.</i>
1884	BEATTIE, WM. COPLAND, <i>The Wilderness, Milltimber, Aberdeenshire, N.B.</i>
1899	†BEAUCHAMP, THE RIGHT HON. EARL, K.C.M.G., <i>Madresfield Court, Malvern Link.</i>
1890	BEAUCHAMP, HENRY HERRON, <i>The Retreat, Park Hill, Bexley, Kent.</i>
1896	†BECK, A. CECIL, <i>Devonshire Club, St. James's Street, S.W.</i>
1901	BEDFORD, EDWARD, C.E., <i>Delbrook, Picardy Road, Belvedere, Kent.</i>
1884	BEDWELL, COMMANDER E. F., R.N., <i>33 Church Street, Southport; and National Liberal Club, Whitehall Place, S.W.</i>
1900	BEER, WILLIAM A., <i>139 Richmond Road, Cardiff.</i>
1884	BEETHAM, GEORGE, <i>11 Gledhow Gardens, S.W.; and Wellington, New Zealand.</i>
1876	BEETON, HENRY C., <i>2 Adamson Road, South Hampstead, N.W.; and 33 Finsbury Circus, E.C.</i>
1889	BEGG, F. FAITHFULL, <i>Bartholomew House, E.C.</i>
1899	BEIGHTON, THOMAS DURANT, <i>30 Gloucester Square, Hyde Park, W.</i>
1902	BEIT, ALFRED, <i>26 Park Lane, W.</i>
1900	BELLIOS, EMANUEL R., C.M.G., <i>134 Piccadilly, W.</i>
1878	BELL, JOHN, <i>18 Fenchurch Avenue, E.C.</i>
1900	BELL, ROBERT M., <i>2 Cardigan Gate, Richmond, S.W.</i>
1890	BELL, THOMAS, <i>47 Belsize Avenue, N.W.</i>
1902	BELL, WILLIAM, <i>Hill Crest, Walmer, Kent; and Junior Constitutional Club, Piccadilly, W.</i>
1888	BELLAMY, HENRY F., A.M. Inst. C.E., F.R.M.S., <i>19 Carfrae Terrace, Lipson, Plymouth.</i>

Year of
Election.

1886 †BENSON, ARTHUR H., 62 *Ludgate Hill, E.C.*
 1891 BENSON, MAJOR-GENERAL F. W., C.B., *Army and Navy Club, Pall Mall, S.W.*
 1897 BERESFORD, VICE-ADMIRAL LORD CHARLES, K.C.B., K.C.V.O., *Park Gate House, Ham Common.*
 1894 †BERLEIN, JULIUS, 39 *Bishopsgate Street Within, E.C.*
 1898 BERNSTEIN, LEON J., 72 *Glocester Terrace, Hyde Park, W.*
 1898 BERRILL, W. J., *Messrs. Gordon & Gotch, 15 St. Bride Street, E.C.*
 1885 †BERTRAND, WM. WICKHAM, *care of Falkland Islands Company, 61 Gracechurch Street, E.C.*
 1883 †BETHELL, CHARLES, *Cheam Park, Cheam, Surrey, and 22 Billiter St., E.C.*
 1884 BEVAN, FRANCIS AUGUSTUS, 27 *Queen's Gate Gardens, S.W.*
 1881 BEVAN, WILLIAM ARMIN, 50 *Harrington Gardens, South Kensington, S.W.*
 1904 BEWLEY, ROBERT, 16 *Beacon Hill, Camden Road, N.*
 1894 BHUMGARA, JAMSITJEE S., 8 *Loudoun Road, St. John's Wood, N.W.*
 1886 BIDDISCOMBE, J. R., *Elmington, 91 Eltham Road, Lee, S.E.; and 101 Leadenhall Street, E.C.*
 1889 †BILLINGHURST, H. F., 7 *Oakcroft Road, Blackheath, S.E.*
 1891 †BINNIS, GEORGE, 4D *Station, Quirindi, New South Wales.*
 1895 BIRBECK, JOHN, *Stillyans Tower, Horeham Road, Sussex.*
 1868 BIRCH, SIR ARTHUR N., K.C.M.G., *Bank of England, Burlington Gardens, W.*
 1897 BIECHENOUGH, HENRY, *Broomlands, Macclesfield; and Reform Club, Pall Mall, S.W.*
 1898 BIRT, F. BECKETT, *The Copse, Wimbledon, S.W.*
 1902 BISHOP, ALBERT E., 1 *Metal Exchange Buildings, E.C.*
 1887 BLACK, SURGEON-MAJOR WM. GALT, 2 *George Square, Edinburgh.*
 1890 BLACKWOOD, GEORGE R., *St. James's Club, Piccadilly, W.*
 1882 †BLAGHOVE, COLONEL HENRY J., C.B., *Army and Navy Club, Pall Mall, S.W.*
 1889 BLAKE, ARTHUR P., *Sunbury Park, Sunbury-on-Thames; and Oriental Club, Hanover Square, W.*
 1901 BLAKENEY, STEWART, *Belton Rectory, Loughborough; and National Club, Whitehall Gardens, S.W.*
 1883 BLECKLY, CHARLES ARNOLD, 61 *Gracechurch Street, E.C.*
 1896 BLIGH, WILLIAM G., M. Inst. C.E., *o/o Messrs. Grindlay & Co., 54 Parliament Street, S.W.*
 1902 †BLYTH, SIR JAMES, BART., 33 *Portland Place, W.; and Blythwood, Stansted, Essex.*
 1902 BOHN, HENRY, 17 *Holland Villas Road, W.; and Junior Carlton Club, Pall Mall, S.W.*
 1881 BOIS, HENRY, 5 *Astwood Road, South Kensington, S.W.*
 1882 BOLLING, FRANCIS, 2 *Laurence Pountney Hill, E.C.*
 1898 BOLTON, JOHN, 15 *Cranley Gardens, Highgate, N.*
 1902 BOLTON, MAJOR ROBERT FITZROY M., 17 *Matheson Road, West Kensington, W.*
 1873 BONWICK, JAMES, *Melbourne, South View Road, Southwick, Brighton.*
 1897 †BOOTH, ALFRED E., 18 *New Union Street, E.C.*
 1895 BORROW, REV. HENRY J., B.A., 38 *Nevern Square, S.W.*
 1883 †BORTON, REV. N. A. B., M.A., *Burwell Vicarage, Cambridge.*
 1894 BOSANQUET, RICHARD A., *Mardens, Hildenborough, Kent.*

Year of Election.	
1886	†BOSTOCK, SENATOR HON. HEWITT, <i>The Ranch, Monte Creek, British Columbia.</i>
1889	†BOSTOCK, SAMUEL, <i>Lainston, near Winchester.</i>
1890	BOSWELL, W. ALBERT, 45 <i>Leinster Square, Bayswater, W.</i>
1882	†BOULTON, HAROLD E., M.A., 64 <i>Cannon Street, E.C.</i>
1882	†BOULTON, S. B., <i>Copped Hall, Totteridge, Herts.</i>
1889	BOURNE, H. R. FOX, <i>Greencroft, St. Albans.</i>
1892	BOURNE, ROBERT WILLIAM, C.E., 18 <i>Hereford Square, S.W.</i>
1901	BOWDEN, ARTHUR,
1899	†BOWDEN-SMITH, ADMIRAL SIR NATHANIEL, K.C.B., 16 <i>Queen's Gate Terrace, S.W.</i>
1903	BOWRING, COLONEL F. T. N. SPRATT, R.E., C.B., 6 <i>Nevill Park, Tunbridge Wells.</i>
1904	BOYLE, COLONEL GERALD E., 48 <i>Queen's Gate Terrace, S.W.</i>
1885	†BOYLE, FRANK, c/o <i>Post Office, Sebakwe, Rhodesia.</i>
1881	BOYLE, LIONEL R. C., M.V.O., <i>Army and Navy Club, Pall Mall, S.W.</i>
1887	†BRADBERRY, THOMAS R., 32A <i>Maida Vale, W.</i>
1898	BRAMSTON, SIR JOHN, G.C.M.G., C.B., 18 <i>Berkeley Place, Wimbledon, S.W.</i>
1878	BRASSEY, RT. HON. LORD, K.C.B., 24 <i>Park Lane, W.</i>
1889	BRASSEY, THE HON. THOMAS ALLNUTT, <i>Park Gate, Battle.</i>
1904	BRAUN, SAMUEL P., 30 <i>Coleman Street, E.C.; and National Liberal Club, S.W.</i>
1902	BRAUND, FREDERICK W., 96 <i>Leadenhall Street, E.C.</i>
1888	BREITMEYER, LUDWIG, 29 & 30 <i>Holborn Viaduct, E.C.</i>
1881	BRIDGES, REAR-ADmiral WALTER B., c/o <i>Messrs. Woodhead & Co., 44 Charing Cross, S.W.; and United Service Club, Pall Mall, S.W.</i>
1884	BRIGHT, CHARLES E., C.M.G., 98 <i>Cromwell Road, S.W.; and Wyndham Club, S.W.</i>
1882	BRIGHT, SAMUEL, 5 <i>Huskisson Street, Liverpool; and Raleigh Club, Regent Street, S.W.</i>
1886	BRISCOM, WILLIAM ARTHUR, <i>Longstowe Hall, Cambs.</i>
1889	BROCKLEHURST, EDWARD, J.P., <i>Kinnersley Manor, Reigate.</i>
1898	BROOKE, MAJOR-GENERAL EDWARD T., 65 <i>Wynnstan Gardens, Kensington, W.</i>
1900	BROOKE, STOPFORD W. W., 34 <i>De Vere Gardens, W.</i>
1897	†BROOKMAN, HON. GEORGE, M.L.C., <i>Adelaide, South Australia.</i>
1879	†BROOKS, HERBERT, 17 <i>Prince's Gardens, S.W.; and 11 St. Benet Place, Gracechurch Street, E.C.</i>
1888	BROOKS, H. TABOR, 11 <i>St. Benet Place, Gracechurch Street, E.C.</i>
1900	BROUSSON, ROBERT PERCY, <i>Albemarle Mansions, Heath Drive, Hampstead, N.W.; and St. Stephen's Club, Westminster, S.W.</i>
1882	BROWN, ALEXANDER M., M.D., 7 <i>South Villas, Camden Square, N.W.</i>
1881	BROWN, ALFRED H., <i>St. Elmo, Calverley Park Gardens, Tunbridge Wells.</i>
1896	BROWN, JAMES B., 8 <i>Bolton Gardens, S.W.</i>
1885	BROWN, OSWALD, M. Inst. C.E., 32 <i>Victoria Street, S.W.</i>
1902	BROWN, PROFESSOR W. JETHRO, LL.D., <i>Mintaro, North Road, Aberystwyth.</i>
1881	BROWN, THOMAS, 57 <i>Cochrane Street, Glasgow.</i>
1884	BROWN, THOMAS, 59 <i>Mark Lane, E.C.</i>
1892	BROWNE, ARTHUR SCOTT, <i>Buckland Filleigh, Highampton, North Devon.</i>
1902	BROWNE, EDWARD WILLIAM, 91 <i>Philbeach Gardens, S.W.</i>

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1888	BROWNE, LEONARD G., <i>Springfield, Parkstone, Dorset.</i>
1898	BROWNING, ARTHUR HERVÉ, 16 <i>Victoria Street, S.W.</i>
1877	BROWNING, S. B., 6 <i>k Montagu Mansions, Portman Square, W.</i>
1904	BRUCE, COLONEL DAVID, F.R.S., R.A.M.C., 68 <i>Victoria Street, S.W.</i>
1884	BRUCE, SIR CHARLES, G.C.M.G., 9 <i>Tedworth Square, Chelsea, S.W. ; and Arnot Tower, Leslie, N.B.</i>
1898	BRUCE, VICE-ADMIRAL SIR JAMES A. T., K.C.M.G., <i>United Service Club, Pall Mall, S.W.</i>
1895	BRUCE-JOY, ALBERT, R.H.A., F.R.G.S., <i>Chase Lodge, Haslemere; and Athenaeum Club, S.W.</i>
1892	BRUNING, CONRAD, 22 <i>Billiter Street, E.C.</i>
1884	BUCHANAN, BENJAMIN, 2 <i>Ulster Terrace, Regent's Park, N.W.</i>
1889	BUCHANAN, JAMES, 6 <i>Sussex Square, Hyde Park, W. ; and 24 Holborn, E.C.</i>
1896	BUCKLAND, JAMES, 118 <i>Kensington High Street, W.</i>
1898	†BUCKLAND, THOMAS, <i>c/o Bank of New South Wales, 64 Old Broad Street, E.C.</i>
1891	BUDD, JOHN CHAMBRE, <i>International Banking Corporation, 31 Threadneedle Street, E.C.</i>
1902	BULKELEY, CAPTAIN HENRY, 30 <i>Lower Belgrave Street, S.W. ; and 42 Belvidere Place, Dublin.</i>
1886	BULL, HENRY, 1 <i>Queen's Gate Terrace, S.W. , and 28 Milton Street, E.C.</i>
1902	BULL, JAMES, 1 <i>Albion Road, Clapham, S.W.</i>
1869	BULWER, SIR HENRY E. G., G.C.M.G., 17 <i>a South Audley Street, W. ; and Athenaeum Club, Pall Mall, S.W.</i>
1899	BURGOYNE, PETER B., 5 <i>Dowgate Hill, E.C.</i>
1890	BURKE, H. FARNHAM, C.V.O., <i>College of Arms, Queen Victoria Street, E.C.</i>
1900	BURN, JOHN, 17 <i>Upper Phillimore Place, Kensington, W.</i>
1890	BURNIE, ALFRED, 12 <i>Holly Village, Highgate, N.</i>
1902	BURNIE, EDWARD A., <i>Teignmouth, South Hill, Bromley, Kent ; and 165 Fenchurch Street, E.C.</i>
1897	BURSTALL, JOHN F., 57 <i>Gracechurch Street, E.C.</i>
1889	BURT, FREDERICK N., <i>Inworth Grange, Kelvedon, Essex.</i>
1903	BURT, T. ROSS, B.E., A.M.I.M.E., <i>Eldon Street House, E.C.</i>
1902	BUTCHER, JOHN G., K.C., M.P., 32 <i>Elaston Place, S.W.</i>
1887	BUTT, JOHN H., 1 <i>Bank Buildings, Lothbury, E.C.</i>
1890	BUTTERWORTH, ARTHUR R., 7 <i>Fig Tree Court, Temple, E.C. ; and 47 Campden House Road, W.</i>
1894	†BUXTON, NOEL E., <i>Brick Lane, E.</i>
1878	BUXTON, SIR T. FOWELL, Bart., G.C.M.G., 2 <i>Prince's Gate, S.W. ; and Warlies, Waltham Abbey, Essex.</i>
1897	†BUXTON, T. F. VICTOR, M.A., J.P., <i>Woodredon, Waltham Abbey, Essex.</i>
1898	BYRNE, J. O., 12 <i>New Court, Lincoln's Inn, W.C.</i>
1903	BYRON, JOHN, <i>Wyefield, 4 The Knoll, Beckenham ; and 4 East India Avenue, E.C.</i>
1902	CADBURY, RICHARD, <i>Rose Hill, Worcester.</i>
1903	CAILLARD, SIR VINCENT H. P., J.P., 42 <i>Half Moon Street, W.</i>
1886	†CALDECOTT, REV. PROFESSOR ALFRED, D.D., <i>Fratting Rectory, Colchester.</i>
1889	CALVERT, JAMES, 4 <i>Bishopegate Street, E.C.</i>

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1896 CAMERON, SIR EWEN, K.C.M.G., *Hong Kong and Shanghai Bank, 31 Lombard Street, E.C.*

1895 †CAMERON, MAJOR MAURICE A., R.E., C.M.G., *27 Brunswick Gardens, W.*

1881 †CAMPBELL, ALLAN, *21 Upper Brook Street, W.*

1880 CAMPBELL, FINLAY, *Brantridge Park, Balcombe, Sussex.*

1883 CAMPBELL, SIR GEORGE W. R., K.C.M.G., *50 Cornwall Gardens, S.W.*

1902 CAMPBELL, GEORGE, *151 Winchester House, E.C.*

1894 CAMPBELL, GORDON H., *c/o Messrs. Weddel & Co., 16 St. Helen's Place, E.C.*

1902 CAMPBELL, HENRY E., *Messrs. Burns, Philp & Co., 61 Gracechurch Street, E.C.*

1896 CAMPBELL, J. STUART, *1 Gresham Buildings, Basinghall Street, E.C.*

1884 †CAMPBELL, W. MIDDLETON, *23 Rood Lane, E.C.*

1893 CAMPBELL-JOHNSTON, CONWAY S., *8 Morpeth Terrace, Victoria Street, S.W.*

1896 CANTLIE, JAMES, M.B., F.R.C.S., *46 Devonshire Street, Portland Place, W.*

1897 CAPPEL, SIR ALBERT J. LEPPOC, K.C.I.E., *27 Kensington Court Gardens, W.*

1897 CARILL, ARTHUR J. H., *Exchange Chambers, St. Mary Axe, E.C.*

1891 CARRINGTON, RIGHT HON. EARL G.C.M.G., *50 Grosvenor Street, W.*

1883 †CARRINGTON, SIR JOHN W., C.M.G., *Kentons, Tilehurst Road, Reading.*

1888 CAREBUTHERS, JOHN, M. Inst. C.E., *19 Kensington Park Gardens, W.*

1894 CARTER, FREDERIC, *Marden Ash, Ongar, Essex.*

1904 CARTER, GILLMORE T., *Dorset House, Kingsdown, Bristol.*

1880 †CARTER, WILLIAM H., B.A., *7 Ironmonger Lane, E.C.*

1902 CAUTWEIGHT, S. HAMILTON, *36 Elvaston Place, South Kensington, S.W.*

1885 CAUTLEY, COLONEL HENRY, R.E., *United Service Club, Pall Mall, S.W.*

1898 CAVENDISH, HENRY S. H., *55 Abbey Road, St. John's Wood, N.W.*

1884 CAYFORD, EBENEZER, *Elstree Grange, Meads, Eastbourne; and 146 Leadenhall Street, E.C.*

1879 CHADWICK, OSBERT, C.E., C.M.G., *11 Airlie Gardens, Campden Hill, W.*

1885 CHALLINOR, E. J., *7F Cornwall Residences, Clarence Gate, N.W.*

1889 †CHAMBERS, FREDERICK D., *63 Southwold Mansions, Elgin Avenue, W.*

1898 CHAMNEY, ROBERT WM., *Nascot Grange, Watford, Herts.*

1892 †CHAPLIN, HOLROYD, B.A., *29 Palace Gardens Terrace, W.*

1900 CHAPMAN, MAJOR WILLIAM E., *49 Lancaster Gate, W.*

1884 CHAPPILL, JOHN, J.P., *c/o Messrs. F. B. Smart & Co., 22 Queen Street, E.C.*

1883 †CHARBRINGTON, ARTHUR F., *East Hill, Oxted, Surrey; and Oxford and Cambridge Club, Pall Mall, S.W.*

1885 †CHARBRINGTON, HUGH SPENCER, *Dove Cliff, Burton-on-Trent.*

1894 CHEADLE, FRANK M., *The Poplars, Mill Lane, Chadwell Heath, Essex.*

1886 CHEADLE, WALTER BUTLER, M.D., *19 Portman Street, Portman Square, W.*

1901 CHESSHIRE, JOHN K. C., *Springbank, Wribbenhall, Bewdley.*

1873 CHOWN, T. C., *Glenmore, Silverhill, St. Leonards-on-Sea; and Thatched House Club, St. James's Street, S.W.*

1868 CHRISTIAN, H.R.H. PRINCE, K.G., G.C.V.O., *Cumberland Lodge, Windsor Great Park.*

1894 CHURCH, WALTER, *19 Nevern Mansions, Earl's Court, S.W.*

1895 †CHURCHILL, COLONEL MACKENZIE, *Suffolk House, Cheltenham; and Army and Navy Club, Pall Mall, S.W.*

1881 CHURCHILL, CHARLES, *Weybridge Park, Surrey.*

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1859	CINTAR, UMBERTO, <i>c/o Bank of Scotland, 19 Bishopsgate Street Within, E.C.</i>
1883	CLARENCE, LOVELL BURCHETT, <i>Coaxden, Axminster.</i>
1888	CLARK, ALFRED A., <i>Rosemount, Byfleet, Surrey; and St. Stephen's Club, Westminster, S.W.</i>
1872	CLARK, CHARLES, <i>45 Lee Road, Blackheath, S.E.</i>
1903	CLARK, CUMBERLAND, <i>29 Chepstow Villas, Bayswater, W.</i>
1897	†CLARK, EDWARD G. U., <i>Lapsewood, Sydenham Hill, S.E.</i>
1900	CLARK, LIBUT.-COLONEL SIR JAMES R. A., BART., C.B., F.R.C.S.E., <i>Tidmarsh Manor, Pangbourne.</i>
1891	CLARK, JONATHAN, <i>1A Devonshire Terrace, Portland Place, W.</i>
1890	CLARKE, COLONEL SIR GEORGE SYDENHAM, R.E., K.C.M.G., F.R.S., <i>49 Onslow Square, S.W.</i>
1884	†CLARKE, HENRY, J.P., <i>Cannon Hall, Hampstead, N.W.</i>
1886	CLARKE, PERCY, LL.B., <i>College Hill Chambers, E.C.</i>
1889	†CLARKE, STRACHAN C., <i>Messrs. J. Morrison & Co., 5 Fenchurch Street, E.C.</i>
1882	†CLARKSON, J. STEWART, <i>c/o Messrs. Finney, Isles & Co., Brisbane, Queensland.</i>
1899	CLAUSON, MAJOR JOHN E., R.E., C.M.G., <i>44 Stanhope Gardens, S.W.</i>
1886	†CLAYTON, REGINALD B. B., <i>88 Bishopsgate Street, E.C.</i>
1896	CLEAVER, WILLIAM, <i>The Rock, Reigate.</i>
1893	CLEGHORN, ROBERT C., <i>14 St. Mary Axe, E.C.</i>
1877	CLENCH, FREDERICK, M.I.M.E., <i>102 Salter Gate, Chesterfield.</i>
1902	CLOUCHER, THOMAS R., <i>"Toronto Globe," 225 Strand, W.C.</i>
1903	COATES, JOSEPH, <i>9 Albert Mansions, Crouch Hill, N.; and 79 Queen Victoria Street, E.C.</i>
1896	†COATES, MAJOR EDWARD F., M.P., <i>99 Gresham Street, E.C.</i>
1881	COBB, ALFRED B., <i>52 Penn Road Villas, Holloway, N.</i>
1903	COBB, E. POWYS, <i>Nythfa, Brecon.</i>
1877	COCHRAN, JAMES, <i>38 Hyde Park Gate, S.W.</i>
1895	COCHRANE, HON. THOMAS H., M.P., <i>Home Office, S.W.; and Crawford Priory, Springfield, Fife, N.B.</i>
1898	COCKBURN, HON. SIR JOHN A., M.D., K.C.M.G., <i>10 Gatestone Road, Upper Norwood, S.E.</i>
1901	†COHEN, CHARLES WALEY, <i>11 Hyde Park Terrace, W.</i>
1886	†COHEN, NATHANIEL L., <i>11 Hyde Park Terrace, W.; and Round Oak, Englefield Green, Surrey.</i>
1891	COLEBROOK, ALBERT E., <i>The Cottage, Highwood Hill, Mill Hill, N.W.</i>
1885	COLES, WILLIAM R. E., <i>1 Adelaide Buildings, London Bridge, E.C.</i>
1900	COLLARD, JOHN C., <i>16 Grosvenor Street, W.</i>
1902	COLLES, RAMSAY, LL.D., J.P.
1888	†COLLEY, THE VEN. ARCHDEACON THOMAS, <i>Stockton Rectory, Rugby.</i>
1902	COLLIER, REV. HENRY N., M.A., <i>The Vicarage, East Finchley, N.</i>
1882	†COLUM, REV. HUGH ROBERT, M.R.I.A., F.S.S., <i>Leigh Vicarage, Tonbridge, Kent.</i>
1882	COLMER, JOSEPH G., C.M.G., <i>29 Eldon Road, W.</i>
1872	COLOMB, RT. HON. SIR JOHN C. R., K.C.M.G., M.P., <i>Dromquinna, Kenmare, Co. Kerry, Ireland; 75 Belgrave Road, S.W.; and Carlton Club, Pall Mall, S.W.</i>
1894	COLQUHOUN, ARCHIBALD R., <i>43 Bedford Gardens, Kensington, W.</i>

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1902	COMPTON, GEORGE W., 4 Cleveland Road, Ealing, W.
1889	CONNOR, EDWIN C., 152 Hyndland Road, Glasgow; and Belize Estate and Produce Co., 27 Austin Friars, E.C.
1898	CONRAD, JULIUS, Junior Athenaeum Club, Piccadilly, W.
1899	CONYBEARE, REV. WM. JAMES, M.A., Cambridge House, 131 Camberwell Road, S.E.
1880	COODE, J. CHARLES, C.E., 19 Freeland Road, Ealing, W.
1874	†COODE, M. P., care of Messrs. A. Scott & Co., Rangoon, Burma.
1901	COOKE, CLEMENT KINLOCH, B.A., LL.M., 3 Mount Street, W.
1886	†COOKE, HENRY M., 12 Friday Street, E.C.
1903	COOKE-TAYLOR, RICHARD WHATELEY, F.S.S., F.R.Hist.S., 3 Hartly House, Marylebone Road, N.W.
1882	COOPER, REV. CHARLES J., 20 Hertford Street, Cambridge.
1899	COOPER, RICHARD A., Ashlyns Hall, Berkhamsted.
1884	COOPER, ROBERT ELLIOTT, C.E., 81 Lancaster Gate, W.; and 8 The Sanctuary, Westminster, S.W.
1891	COOPER, WILLIAM C., Whittlebury Lodge, Towcester.
1890	CORBET, F. H. M. (Hon. Executive Officer for Ceylon, Imperial Institute), 3 New Square, Lincoln's Inn, W.C.
1895	CORDING, GEORGE, 304 Camden Road, N.W.
1900	COTBY, SIR WILLIAM, BART., 9 Fenchurch Avenue, E.C.
1887	COTTON, SYDNEY H., 58 Curzon Street, W.; and Devonshire Club, St. James's Street, S.W.
1892	COURTHOPE, WILLIAM F., National Club, 1 Whitehall Gardens, S.W.
1904	†COUTTS, WILLIAM SCOTT, Monastery Close, St. Albans; and 2 Billiter Avenue, E.C.
1902	COWEY, W. R., 44 Compayne Gardens, Hampstead, N.W.
1902	COWIE, ARCHIBALD, Barrs, Cardross, N.B.
1885	COWIE, GEORGE, 11 Courtfield Road, S.W.; and 113 Cannon Street, E.C.
1885	COX, ALFRED W., 30 St. James's Place, S.W.
1889	COX, FRANK L., 118 Temple Chambers, E.C.
1896	COX, GEORGE CURLING, Burnbrae, College Road, Ripon.
1888	†COXHEAD, COLONEL J. A., R.A., C.B., Naval and Military Club, Piccadilly, W.
1889	COXWELL, CHARLES F., M.D., The Cedars, 50 Lee Road, Blackheath, S.E.
1872	CRANBROOK, RIGHT HON. THE EARL OF, G.C.S.I., Hemsted Park, Cranbrook.
1887	†CRAWLEY-BOVEY, ANTHONY P., Birchgrove, Crosswood, Aberystwyth; and Oriental Club, Hanover Square, W.
1896	CREAGH, CHARLES VANDELEUR, C.M.G., 32 Charlton Road, Blackheath, S.E.
1896	CRESEY, GEORGE H., M.R.C.S., Timaru, Cockington, Torquay.
1895	CREW, JOSIAH, Tavistock Hotel, Covent Garden, W.C.
1885	CRICHTON, ROBERT, The Mardens, Caterham Valley.
1886	CRITCHELL, J. TROUBRIDGE, 29 Leinster Avenue, East Sheen, Surrey.
1903	CROOKSHANK, EDGAR M., J.P., Saint Hill, East Grinstead.
1897	CROSS, ANDREW L., 19 Murrayfield Avenue, Murrayfield, Edinburgh.
1898	CROW, JAMES N. HARVEY, M.B., C.M., Ardrishaig, Argyleshire.
1890	CUFF, WILLIAM SYMES, 34 Lambolle Road, Hampstead, N.W.

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1901	CULVER, ROBERT, 34 Newark Street, Stepney, E.
1890	CUNNINGHAM, GRANVILLE C., 37 Craven Hill Gardens, W.
1896	CUNLIFFE, WM. GILL, c/o Natal Bank, 18 St. Swithin's Lane, E.C.
1882	CURLING, REV. JOSEPH J., M.A. (late Lieut. R.E.), Hamble House, Hamble, Southampton.
1892	†CURLING, ROBERT SUMNER.
1874	CURRIE, SIR DONALD, G.C.M.G., 4 Hyde Park Place, W.
1898	CURRIE, JAMES M., Braemar, Netherall Gardens, Hampstead, N.W.
1882	†CURTIS, SPENCER H., 24 Longridge Road, Earl's Court, S.W.
1903	CUSACK-SMITH, SIR BERRY, K.C.M.G., Redlands, Maidenhead Court, Maidenhead; and Junior Constitutional Club, Piccadilly, W.
1897	CZARNIKOW, CESAR, 103 Eaton Square, S.W.
1901	DALE, CAPTAIN MITCALFE, United Service Club, Pall Mall, S.W.
1884	DALTON, REV. CANON JOHN NEALE, M.A., C.V.O., C.M.G., The Cloisters, Windsor.
1899	D'AMICO, CARMELO D., M.D., M.R.C.S., 34 Brunswick Square, W.C.
1894	DANGAR, D. R., Holkham, Inner Park Road, Wimbledon Common, S.W.
1880	DANGAR, F. H., Lyndhurst, Cleveland Road, Ealing, W.
1883	DANIELL, COLONEL JAMES LEGGETT, United Service Club, Pall Mall, S.W.
1900	DARBYSHIRE, EDWARD, Stoneleigh, Bedwardine Road, Upper Norwood, S.E.
1881	DARBY, H. J. B., Conservative Club, St. James's Street, S.W.
1887	D'ARCY, WILLIAM KNOX, 42 Grosvenor Square, W.; and Stanmore Hall, Stanmore.
1889	DARLEY, CECIL W., I.S.O., M. Inst. C.E., 34 Campden Hill Court, Kensington, W.
1897	DARNLEY, RIGHT HON. THE EARL OF, Cobham Hall, Gravesend.
1902	DAUBNEY, HORACE, Leeuwen House, Wilford Lane, W. Bridgford, Nottingham.
1904	DAVIDSON, LEYBOURNE F., York Villa, Cullen, N.B.
1901	DAVIES, FRANK A. O., Common Room, Middle Temple, E.C.
1899	†D'AVIGDOR-GOLDSMID, OSMOND E., Somerhill, Tonbridge, Kent.
1884	DAVIS, CHARLES PERCY, 23 Lowndes Street, S.W.; and Conservative Club, St. James's Street, S.W.
1901	DAVIS, REAR-ADmiral E. H. M., C.M.G., Rathedmond, Amherst Road, Bexhill-on-Sea; and Naval and Military Club, Piccadilly, W.
1897	†DAVSON, EDWARD R., 20 Ennismore Gardens, S.W.
1878	†DAVSON, SIR HENRY K., 20 Ennismore Gardens, S.W.
1880	DAVSON, JAMES W., 42 Lansdowne Crescent, Notting Hill, W.
1903	DAW, JOHN W., 4 Gunnersbury Avenue, Ealing, W.
1900	DAWKINS, SIR CLINTON E., K.C.B., 38 Queen Anne's Gate, S.W.; and Brooks's Club, St. James's Street, S.W.
1902	DEANE, HERMANN F. W., M.A., F.S.A., St. George's School, Windsor Castle.
1891	†DEBENHAM, ERNEST R., 17 Melbury Road, Kensington, W.
1883	DEBENHAM, FRANK, F.S.S., 1 Fitzjohn's Avenue, N.W.
1880	†DE COLYAR, HENRY A., 24 Palace Gardens Terrace, W.
1897	DEED, WALTER, C.E., Burleigh Lake Cottage, Marlborough, Kingsbridge, Devon.
1898	D'EGLYVE, HOWARD H., 32 Talbot Road, W.
1881	DELMEGE, EDWARD T., 17 St. Helen's Place, E.C.

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1904	DR NORDWALL, CHARLES F., 2 Observatory Gardens, W.; and A. E. G. Electrical Co. of South Africa, 125 Charing Cross Road, W.C.
1885	†DENT, SIR ALFRED, K.C.M.G., Belgrave Mansions, S.W.; and Ravensworth, Eastbourne.
1894	DEPREE, CHARLES FINNEY, 8 Morley Road, Southport.
1884	DE SATGÉ, HENRY, Hartfield, Malvern Wells; and Reform Club, S.W.
1902	DE SATGÉ, H. VALENTINE B., Wellington Club, Grosvenor Place, S.W.
1883	DE SATGÉ, OSCAR, Elysée, Shorncliffe Road, Folkestone; and Junior Carlton Club, Pall Mall, S.W.
1896	DES VŒUX, SIR G. WILLIAM, G.C.M.G., 35 Cadogan Square, S.W.; and Travellers' Club, Pall Mall, S.W.
1882	D'ESTEBRE, J. O. E., Elmfield, Hill, Southampton.
1895	DEVITT, THOMAS LANE, 12 Fenchurch Buildings, E.C.
1879	DEVONSHIRE, HIS GRACE THE DUKE OF, K.G., Devonshire House, 78 Piccadilly, W.
1902	DEWSBURY, FREDERICK, 36 Newgate Street, E.C.
1882	†DICK, GAVIN GEMMELL, Queensland Government Office, 1 Victoria Street, S.W.
1895	DICK, GEORGE ABERCROMBY, 22 Highfield Hill, Upper Norwood, S.E.; and Junior Constitutional Club, Piccadilly, W.
1896	DICKINSON, JAMES W., Queensland National Bank, 8 Princes Street, E.C.
1883	DICKSON, RAYNES W., 23 Cambridge Road, Hove, Sussex.
1900	DIETZSCH, FERDINAND, 652 Salisbury House, London Wall, E.C.
1903	DILLON, CORMAC CRONLY, 80 Coleman Street, E.C.
1889	DOBBIE, HARRY HANKEY, 6 Tokenhouse Yard, E.C.
1891	DOBSON, HON. ALFRED (Agent-General for Tasmania), 5 Victoria Street, S.W.
1902	DOBSON, WILLIAM H., Zetlands, Woodridings, Pinner, Middlesex.
1882	DONNE, WILLIAM, 18 Wood Street, E.C.
1894	DOOLETTE, GEORGE P., 9 St. Mildred's Court, Poultry, E.C.
1894	DOUGLAS, ALEXANDER, 232 Portsdown Road, Maida Vale, W.
1894	DOUGLAS, JOHN A., Waterside, Keir, Thornhill, N.B.
1897	DOWLING, JOSEPH, Ridgewood House, Uckfield, Sussex.
1889	DRAGE, GEOFFREY, United University Club, Pall Mall East, S.W.
1890	DRAYSON, WALTER B. H., Daneshill, Stevenage.
1901	DRYSDALE, GEORGE R., c/o Australian Mortgage Co., 13 Leadenhall Street, E.C.
1868	†DUCIE, RIGHT HON. THE EARL OF, Tortworth Court, Falfield, Glos.
1902	DUCKLES, THOMAS E., 3 Howbeck Road, Orton, Birkenhead.
1889	†DUDGEON, ARTHUR, 27 Rutland Square, Dublin.
1889	†DUDGEON, WILLIAM, Rosebank, Frith Park, East Grinstead.
1894	†DUDLEY, RIGHT HON. THE EARL OF, G.C.V.O., The Castle, Dublin; and 7 Carlton Gardens, S.W.
1879	DUNCAN, CAPTAIN ALEXANDER, 2 Downie Terrace, Crail, Fife, N.B.
1889	DUNCAN, JOHN S., Natal Bank, 18 St. Swithin's Lane, E.C.
1895	†DUNCAN, ROBERT, Whitefield, Govan, N.B.
1892	DUNCAN, WM. H. GREVILLE, Oriental Club, Hanover Square, W.
1903	DUNDAS, THE VEN. ARCHDEACON CHARLES L., M.A., Charminster Vicarage, Dorchester.
1886	DUNDONALD, MAJOR-GENERAL THE EARL OF, C.V.O., C.B., 34 Portman Square, W.

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1894 †DUNELL, OWEN R., Brookwood Park, Alreaford, Hants; and Junior Carlton Club, Pall Mall, S.W.

1885 †DUNN, H. W., 5 Springfield Place, Lansdown, Bath.

1885 DUNN, SIR WILLIAM, BART, M.P., Broad Street Avenue, E.C.

1878 †DUNNEAVEN, RIGHT HON. THE EARL OF, K.P., C.M.G., 27 Norfolk Street, Park Lane, W.; Kenry House, Putney Vale, S.W.; and Carlton Club, S.W.

1896 DURRANT, WM. HOWARD, Ellery Court, Beulah Hill, S.E.; and 26 Milton Street, E.C.

1897 †DUELACHER, ALFRED, F., Crosby, Waldegrave Park, Twickenham.

1892 DUTHOIT, ALBERT, The Willows, Bisley, Woking.

1880 †DUTTON, FRANK M., 74 Lancaster Gate, W.; and Conservative Club, St. James's Street, S.W.

1880 DUTTON, FREDERICK, 112 Gresham House, Old Broad Street, E.C., and Birch Hall, Windlesham, Surrey.

1887 DYER, CHARLES, 31 The Drive, Hove, Sussex.

1887 DYER, FREDERICK, The Pentlands, Park Hill Road, Croydon; and 17 Aldermanbury, E.C.

1890 †DYER, JOSEPH, c/o Messrs. A. H. Wheeler & Co., Temple Chambers, E.C.

1902 DYMOCK, WILLIAM, 16 Southwick Street, W.

1895 EATON, HENRY F., 95 Parliament Hill Mansions, Lissenden Gardens, N.W.

1895 ECKERSLEY, JAMES C., M.A., Ashfield, Wigan; Carlton Manor, Yeadon, Leeds; and United University Club, Pall Mall East, S.W.

1899 †ECKSTEIN, FREDERICK, 18 Park Lane, W.

1894 EDE, N. J., Oakhurst, Netley, Hants.

1898 EDGE-PARTINGTON, J., care of C. H. Read, Esq., British Museum, W.C.

1887 †EDWARDES, T. DYER, 5 Hyde Park Gate, S.W.; and Prinknash Park, Painswick, Stroud.

1890 EDWARDS, LIBUT.-GENERAL SIR J. BEVAN, K.C.M.G., C.B., 9 Wilbraham Place, S.W.

1900 EDWARDS, NEVILLE P., Elton, Littlehampton.

1876 †EDWARDS, S.

1882 †ELDER, FREDERICK, 21 Cleveland Gardens, Hyde Park, W.

1882 †ELDER, WM. GEORGE, 7 St. Helen's Place, E.C.

1889 ELIAS, COLONEL ROBERT, Rendham Barnes, Saxmundham; and Army and Navy Club, Pall Mall, S.W.

1889 ELWELL, WM. ERNEST, West Dean Cottage, Chichester.

1902 ELWELL, WILLIAM R. G., 3 Downside Road, Clifton, Bristol.

1895 EMETT, FREDERICK W., 22 Birch Grove, Ealing Common, W.

1892 ENGLEDUE, COLONEL WILLIAM J., R.E., 6 Grosvenor Hill, Wimbledon, S.W.

1874 ENGLEHART, SIR J. GARDNER D., K.C.B., 28 Curzon Street, W.

1886 †ENGLISH, FREDERICK A., Addington Park, East Croydon.

1891 ENYS, JOHN DAVIES, Enys, Penryn, Cornwall.

1885 ERBSLOH, E. C., 21 Great Winchester Street, E.C.

1881 EVISON, EDWARD, Blizewood Park, Caterham, Warlingham Station, Surrey.

1885 EWART, JOHN, Messrs. James Morrison & Co., 5 Fenchurch Street, E.C.

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1896	EYLES, GEORGE LANCBLOT, C.M.G., M.Inst.C.E., 12 Dean's Yard, Westminster, S.W.
1898	FAIRBAIRN, ANDREW D., 64 Cannon Street, E.C.
1883	FAIRCLOUGH, R. A., 25 Kensington Palace Gardens, W.
1899	FAIRFAX, CHARLES B., Oriental Club, Hanover Square, W.
1885	†FAIRFAX, E. ROSS, Macquarie, Tunbridge Wells.
1889	†FAIRFAX, J. MACKENZIE, Junior Carlton Club, Pall Mall, S.W.
1895	FARQUHAR, Rt. HON. LORD, G.C.V.O., 7 Grosvenor Square, W.
1900	†FARRAR, SIDNEY H., 54 Old Broad Street, E.C.
1883	FAWNS, REV. J. A., c/o Messrs. H. Meade-King & Son, Bristol.
1895	FEARNSIDES, JOHN WM., 4 Brick Court, Temple, E.C.; and 5 Davies Street, Berkeley Square, W.
1879	FELL, ARTHUR, 46 Queen Victoria Street, E.C.
1900	FENTON, REV. HERBERT O., B.A., 96 Newlands Park, Sydenham, S.E.
1893	FERGUSON, A. M., Frogner House, Frogner, Hampstead, N.W.
1891	FERGUSON, JOHN A., Green Bank, Tunbridge Wells.
1875	FERGUSSON, RIGHT HON. SIR JAMES, BAET., M.P., G.C.S.I., K.C.M.G., C.I.E., 80 Cornwall Gardens, S.W.; Carlton Club; and Kilkerran, N.B.
1883	FERGUSSON, COLONEL JOHN A., St. Philip's Lodge, Cheltenham, and Junior Carlton Club, Pall Mall, S.W.
1889	FERNAU, HENRY S., 21 Wool Exchange, E.C.
1899	FESTING, LIEUT.-COLONEL ARTHUR H., C.M.G., D.S.O., Bois Hall, Addlestone, Surrey; and Naval and Military Club, Piccadilly, W.
1898	FIFE, HIS GRACE THE DUKE OF, K.T., G.C.V.O., 15 Portman Square, W.
1904	FINLAYSON, DANIEL, F.L.S., Redfern, Trinity Road, Wood Green, N.
1889	FINLAYSON, DAVID, 13 Leadenhall Street, E.C.
1901	FINLAYSON, JOHN, c/o Anglo-Egyptian Bank, 27 Clements Lane, E.C.
1895	†FITZGERALD, WILLIAM W. A., Carrigoran, Newmarket-on-Fergus, Clare, Ireland; and Carlton Club, Pall Mall, S.W.
1891	FINUCANE MORGAN I., M.R.C.S.E., 46 Marsham Street, Westminster, S.W.
1881	FLEMING, SIR FRANCIS, K.C.M.G., 9 Sydney Place, Onslow Square, S.W., and Oriental Club, Hanover Square, W.
1883	FLETCHER, HENRY, 14 The Paragon, Blackheath, S.E.
1900	FLINT, JOSEPH, C.M.G., The Niger Company, Ltd., Surrey House, Victoria Embankment, W.C.; and Glen Lyn, Honor Oak Park, S.E.
1901	FLOWER, ALFRED, Rookwood, Lovelace Road, Surbiton.
1884	FLUX, WILLIAM, Waterton, Cirencester.
1896	FORD, SYDNEY, St. Johns, The Avenue, Kew Road, Richmond, S.W.
1901	FORGAN, THOMAS H., The Ley, Northwich.
1889	FORLONG, CAPTAIN CHARLES A., R.N., Gore Vale, Emsworth, Hants.
1898	FORRESTER, FRANK W., 66 Mark Lane, E.C., and Junior Carlton Club, Pall Mall, S.W.
1868	FORTESCUE, THE HON. DUDLEY F., 9 Hertford Street, Mayfair, W.
1898	FOSTER, ARTHUR L., Sandy, Limpsfield, Surrey.
1892	FOWLER, WILLIAM, 4 Nevill Park, Tunbridge Wells.
1890	FOWLIE, WILLIAM, 15 Coleman Street, E.C.
1904	FOX, FRANCIS DOUGLAS, M.A., M. Inst. C.E., 19 Kensington Square, W.

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1902	Fox, HENRY WILSON, 4 <i>Halkin Street, S.W.</i>
1888	FRANCIS, DANIEL, 191 <i>Gresham House, E.C.</i>
1903	†FRASER, JOHN C., <i>Bracknowe, Dundee</i> ; & <i>Messrs. Stephen, Fraser & Air</i> , 65 <i>London Wall, E.C.</i>
1890	†FRASER, WILLIAM M.
1900	†FREEMANTLE, ADMIRAL THE HON. SIR EDMUND R., G.C.B., C.M.G., 44 <i>Lower Sloane Street, S.W.</i>
1898	FRERE, THE VHN. ARCHDEACON HUGH CORRIE, <i>The Church House, Beyrouth</i> , <i>Syria.</i>
1896	FRENEW, MORETON, B.A., 37A <i>Great Cumberland Place, W.</i>
1893	FRIENDLAENDER, WALDEMAR, 11 <i>Kensington Park Gardens, W.</i> ; and <i>Junior Constitutional Club, Piccadilly, W.</i>
1901	FULLER, THOMAS E., C.M.G. (<i>Agent-General for Cape of Good Hope</i>), 100 <i>Victoria Street, S.W.</i>
1883	FULLEE, W. W., 24 <i>Burlington Road, Bayswater, W.</i>
1881	FULTON, JOHN, 26 <i>Upper Phillimore Gardens, Kensington, W.</i>
1898	GALBRAITH, JOHN H., 32 <i>Victoria Street, S.W.</i>
1888	GALSWORTHY, JOHN, <i>South House, Campden Hill, W.</i>
1885	GAME, JAMES AYLWARD, <i>Yeeda Grange, Trent, New Barnet, Herts</i> ; and 3 <i>Eastcheap, E.C.</i>
1869	GAMMIDGE, HENRY, <i>Standard Bank of South Africa</i> , 10 <i>Clement's Lane, E.C.</i>
1902	GARDINEE, EDWARD B., 4E <i>Bickenhall Mansions, Portman Square, W.</i>
1879	†GARDNER, STEWART, <i>Georgetown, British Guiana.</i>
1894	GARNETT, WILLIAM J., c/o 'Melbourne Age' Office, 160 <i>Fleet Street, E.C.</i>
1884	GARRICK, SIR JAMES FRANCIS, K.C.M.G., 169 <i>Queen's Gate, S.W.</i>
1902	GASKELL, FRANCIS, 98 <i>Portland Place, W.</i>
1889	GAWTHROP, ARNOLD E., 9 <i>Phoenix Lodge Mansions, Brook Green, W.</i>
1891	GEORGE, DAVID, <i>Bank of New South Wales</i> , 64 <i>Old Broad Street, E.C.</i>
1902	GEORGE, MAJOR F. NELSON, c/o <i>Bank of New Zealand</i> , 1 <i>Queen Victoria Street, E.C.</i> ; and <i>Junior Atheneum Club, Piccadilly, W.</i>
1901	GIBBERD, HARRY, <i>Portland House</i> , 73 <i>Basinghall Street, E.C.</i>
1883	GIBBERD, JAMES, <i>Portland House</i> , 73 <i>Basinghall Street, E.C.</i>
1902	GIBBINGS, MAJOR HENRY CORNWALL C., 25 <i>Charles Street, St. James's Square, S.W.</i>
1895	GIBBS, HENRY J., <i>Blythswood, Leigham Court Road, Streatham Hill, S.W.</i> ; and 34 <i>Leadenhall Street, E.C.</i>
1891	GIBSON, FRANK WM., 8 <i>Finsbury Square, E.C.</i>
1882	†GIFFEN, SIR ROBERT, K.C.B., F.R.S., <i>Chancionbury, Haywards Heath.</i>
1898	GILBERT, ALFRED, <i>Mutual Life Association of Australasia</i> , 5 <i>Lothbury, E.C.</i>
1899	GILBERTSON, CHARLES, 16 <i>Gloucester Walk, Kensington, W.</i>
1886	†GILCHRIST, WILLIAM, c/o <i>Standard Bank of South Africa</i> , 10 <i>Clement's Lane, E.C.</i>
1882	†GILCHRIST, WILLIAM OSWALD, 200 <i>Queen's Gate, S.W.</i>
1902	GILFLILAN, SAMUEL, 2 <i>Billiter Avenue, E.C.</i>
1897	GILLANDERS, JAMES, 41 <i>Tooley Street, S.E.</i>
1903	GILLESPIE, WILLIAM, 23 <i>Crutched Friars, E.C.</i>
1891	GILLING, HENRY R., 13 <i>Ravenscroft Park, Barnet.</i>
1903	GINSBERG, ISRAEL, 84 <i>Greencroft Gardens, Hampstead, N.W.</i>

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1903	GIRDLESTONE, NELSON, <i>c/o Messrs. H. Chaplin & Co., 9 Fenchurch Street, E.C.</i>
1889	GIRDWOOD, JOHN, J.P., <i>Grove House, 93 Addison Road, W.</i>
1883	GLANFIELD, GEORGE, <i>Hale End, Woodford, Essex.</i>
1892	GLASGOW, Rt. HON. THE EARL OF, G.C.M.G., <i>Kelburne, Fairlie, N.B.</i>
1883	GLENESK, RIGHT HON. LORD, <i>139, Piccadilly, W.</i>
1902	GOAD, SAMUEL, <i>35 Vicarage Road, Hastings.</i>
1888	GODBY, MICHAEL J., <i>c/o Union Bank of Australia, 71 Cornhill, E.C.</i>
1888	†GODFREY, RAYMOND, F.R.G.S., F.R.A.S. (<i>late of Ceylon</i>), <i>79 Cornhill, E.C.</i>
1894	GODSAL, CAPTAIN WILLIAM, R.E., <i>Wootton Bassett S.O., Wilts.</i>
1894	GODSON, EDMUND P., <i>Castlewood, Shooters Hill, Kent.</i>
1869	GODSON, GEORGE R., <i>Kensington Palace Mansions, Kensington, W.</i>
1899	GOLDIE, RIGHT HON. SIR GEORGE T., K.C.M.G., <i>Naval and Military Club, Piccadilly, W.</i>
1891	GOLDMANN, C. SYDNEY, <i>34 Queen Anne's Gate, S.W.</i>
1880	GOLDNEY, SIR JOHN T., J.P., <i>Monks Park, Corsham, Wilts.</i>
1885	GOLDRING, A. R., <i>Transvaal Chamber of Mines, 202 Salisbury House, E.C.</i>
1882	GOLDSWORTHY, MAJOR-GENERAL WALTER T., <i>Yaldham Manor, Wrotham, Kent.</i>
1874	GOODLiffe, JOHN, <i>Junior Athenaeum Club, Piccadilly, W.</i>
1893	GOODSIR, GEORGE, <i>Messrs. W. Weddel & Co., 16 St. Helen's Place, E.C.</i>
1890	†GORDON, CHARLES G., A.M. Inst.C.E., <i>1 Grove Terrace, Thorpe, Norwich.</i>
1885	†GORDON, GEORGE W., <i>The Brewery, Caledonian Road, N.</i>
1904	†GORDON, JOHN WILLIAM, <i>11 King's Bench Walk, Temple, E.C.</i>
1893	†GORDON, JOHN WILTON, <i>9 New Broad Street, E.C.</i>
1869	GOSCHEN, RIGHT HON. VISCOUNT, <i>Seacox Heath, Hawkurst, Kent.</i>
1892	GOW, WILLIAM, <i>13 Rood Lane, E.C.</i>
1886	†GOWANS, LOUIS F., <i>1 Creffield Road, Ealing, W.</i>
1886	GRAHAM, FREDERICK, C.B., <i>Colonial Office, Downing Street, S.W.</i>
1868	GRAIN, WILLIAM, <i>Lancaster House, Beckenham, Kent.</i>
1885	†GRANT, CARDROSS, <i>Bruntsfield, Beckenham, Kent.</i>
1884	GRANT, HENRY, <i>Sydney Hyrst, Chichester Road, Croydon.</i>
1882	GRANT, J. MACDONALD, <i>Queensland Government Office, 1 Victoria Street, S.W.</i>
1903	GRANT, WILLIAM TARVER, <i>Blenheim Club, 12 St. James's Square, S.W.</i>
1880	GRAY, AMBROSE G. WENTWORTH, <i>31 Great St. Helen's, E.C.</i>
1891	GRAY, BENJAMIN G., <i>4 Inverness Gardens, Kensington, W.</i>
1883	GRAY, HENRY F., <i>Sharraw, Holland Road, Sutton, Surrey.</i>
1881	GRAY, ROBERT J., <i>27 Milton Street, E.C.</i>
1898	†GRAY, ROBERT KATE, M.Inst.C.E., <i>Lessness Park, Abbey Wood, Kent.</i>
1888	GREEN, MAJOR-GEN. SIR HENRY, K.C.S.I., C.B., <i>93 Belgrave Road, S.W.</i>
1881	†GREEN, MORTON, J.P., <i>322 Loop Street, Maritzburg, Natal.</i>
1888	GREEN, W. S. SEBRIGHT, <i>15 Grove End Road, N.W.</i>
1902	GREENEE, CHARLES E., <i>St. Mary's Square, Birmingham.</i>
1901	GREEN, HENRY R. W., <i>Spynie, Elgin, N.B.</i>
1898	GREENER, GOTTHELF, <i>10 Milton Street, E.C.</i>
1900	GREENFELL, LIEUT.-GENERAL RT. HON. G.C.B., G.C.M.G., <i>4 Savile Row, W.</i>
1892	GRESWELL, ARTHUR E., M.A., <i>2 The Colony, Burnham, Somerset.</i>

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1882	GRESWELL, REV. WILLIAM H. P., M.A., <i>Dodington Rectory, near Bridgwater, Somerset.</i>
1882	GRETTON, MAJOR GEORGE LE M., 49 <i>Drayton Gardens, South Kensington, S.W.</i>
1889	†GREY, RT. HON. EARL, <i>Howick Hall, Alnwick, Northumberland.</i>
1884	GRIBBLE, GEORGE J., 22 <i>St. Paul's Churchyard, E.C.</i>
1897	GRIVEL, NORMAN W., <i>Ivy Chimneys, Tunbridge Wells.</i>
1876	GRIFFITH, W. DOWNES, 4 <i>Bramham Gardens, Wetherby Road, S.W.</i>
1903	GRIFFITH, W. L., <i>Canada Government Office, 17 Victoria Street, S.W.</i>
1887	†GRIFFITHS, WILLIAM, <i>Oldwell, Penylan, Cardiff.</i>
1885	GRINLINGTON, SIR JOHN J., <i>Rose Hill, Middle Wallop, Stockbridge, Hants.</i>
1879	GUILLEMARD, ARTHUR G., <i>Etham, Kent.</i>
1892	GUIL, SIR WILLIAM CAMERON, BART., 10 <i>Hyde Park Gardens, W.</i>
1878	GUTHRIE, CHARLES, <i>Queen Anne's Mansions, S.W.</i>
1886	†GWILLIAM, REV. S. THORN, <i>Hampton Poyle Rectory, Oxford.</i>
1885	GWIN, WALTER J., 22 <i>Billiter Street, E.C.</i>
1885	Gwynne, JOHN, <i>Kenton Grange, The Hyde, N.W.; and 81 Cannon Street, E.C.</i>
1887	GWTHER, J. HOWARD, 13 <i>Lancaster Gate, W.</i>
1891	†HAGGARD, EDWARD, 7 <i>New Square, Lincoln's Inn, W.C.</i>
1898	HAINES, FIELD-MARSHAL SIR F. PAUL, G.C.B., G.C.S.I., C.I.E., <i>United Service Club, Pall Mall, S.W.</i>
1897	HALCROW, JAMES, 5 <i>Moorgate Street Buildings, E.C.</i>
1876	HALIBURTON, RT. HON. LORD, G.C.B., 57 <i>Loundes Square, S.W.</i>
1899	HALLIDAY, JOHN, 5 <i>Holland Park, W.; and Chicklade House, near Salisbury.</i>
1882	HALSWELL, HUGH B., J.P., 26 <i>Kensington Gate, Hyde Park, W.</i>
1900	HAMILTON, CAPTAIN JAMES DE COURCY, R.N., 82 <i>Southwark Bridge Road, S.E.</i>
1902	HAMILTON, FREDERICK H., <i>Woodhurst, Kenley, Surrey, and 10 Austin Friars, E.C.</i>
1885	†HAMILTON, JAMES G., c/o <i>Post Office, Cape Town, Cape Colony.</i>
1883	HAMILTON, JOHN JAMES, 1 <i>Barkston Gardens, Earl's Court, S.W.; and 17 St. Helen's Place, E.C.</i>
1895	HAMPDEN, RT. HON. VISCOUNT, G.C.M.G., 5 <i>Grosvenor Gardens, S.W.; and The Hoo, Welwyn, Herts.</i>
1897	HANBURY-WILLIAMS, COLONEL JOHN, C.V.O., C.M.G., 79 <i>Eccleston Square, S.W.; and Army and Navy Club, Pall Mall, S.W.</i>
1889	HANHAM, SIR JOHN A., BART., <i>St. Stephen's Club, Westminster, S.W.</i>
1884	HANKEY, ERNEST ALERS, <i>Notton House, Chippenham.</i>
1891	HANLEY, THOMAS J., 66 <i>Gloucester Terrace, Hyde Park, W.</i>
1888	HARDIE, GEORGE, 17 <i>Ravenscroft Park, High Barnet.</i>
1892	HARE, REGINALD C., <i>Western Australian Government Office, 15 Victoria Street, S.W.</i>
1903	†HARE, SHOLTO H., F.R.G.S., <i>Montebello, Weston-super-Mare.</i>
1897	HARWOOD, RT. HON. THE EARL OF, <i>Harewood House, Leeds.</i>
1898	HARFORD, CHARLES F., M.A., M.D., <i>Livingstone College, Knott's Green, Leyton, N.E.</i>

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1894	HARMSWORTH, SIR ALFRED C., BART., 36 Berkeley Square, W.; and Elmwood, St. Peters, Kent.
1904	HARPER, ALEXANDER FORREST, Manor House, Pilton, Shepton Mallet.
1898	HARPER, REGINALD TRISTRAM, 32 Baker Street, W.; and Badminton Club, Piccadilly, W.
1900	HARRIS, REV. EDWARD, D.D., Bullinghope Vicarage, Hereford.
1895	HARRIS, WALTER H., C.M.G., Rusthall Beacon, Tunbridge Wells; and Junior Carlton Club, Pall Mall, S.W.
1877	†HARRIS, WOLF, 197 Queen's Gate, S.W.
1889	HARRISON, ARTHUR, L.R.C.P. (<i>Surgeon Superintendent, Indian Emigration Service</i>), Grove Avenue, Yeovil.
1886	†HARRISON, GENERAL SIR RICHARD, R.E., G.C.B., C.M.G., Hawley Hill, Blackwater, Hants.
1884	HARROLD, LEONARD FREDERICK, 14 Fenchurch Street, E.C.
1893	HARROWER, G. CAENABY, College Hill Chambers, E.C.
1889	HAREY, CAPTAIN THOMAS ROW, 10 Barworn Terrace, St. Ives, Cornwall.
1896	HART, E. AUBREY, Spencer House, Adelaide Road, Surbiton.
1901	HARVEY, THOMAS EDWIN, Kenmore, Shepherd's Hill, Highgate, N.
1884	HARVEY, T. MORGAN, J.P., Salesmere, Camden Park, Tunbridge Wells.
1884	HARWOOD, JOSEPH, 90 Cannon Street, E.C.
1902	HASLAM, LEWIS, 44 Evelyn Gardens, South Kensington, S.W.
1886	†HASLAM, RALPH E., Park Lodge, Church Street, Chelsea, S.W.
1881	HATHERTON, RIGHT HON. LORD, C.M.G., 55 Warwick Square, S.W.; and Teddesley, Penkridge, Staffordshire.
1902	HAWKER, REV. BERTRAM R., M.A., The Vicarage, Isel, Cumberland.
1893	†HAWTHORN, REGINALD W. E., care of F. W. Diamond, Esq., P.O. Box 360, Johannesburg, Transvaal.
1900	†HAWTHORN, WALTER.
1902	†HAY, MAJOR ARTHUR E., Late R.A., 22 Ryder Street, S.W., and United Service Club, Pall Mall., S.W.
1896	†HAY, COLONEL CHARLES, Robin's Craft, Chilham, Canterbury.
1886	HAY, SIR JAMES SHAW, K.C.M.G., 42 Lexham Gardens, W.
1899	HAYES-SADLER, COLONEL SIR JAMES, K.C.M.G. 73 Queen's Gate, S.W.
1892	HAYMAN, HENRY, 18 Pembridge Square, W.; and 3 Coleman Street, E.C.
1890	HAYNES, T. H., 1 Endleigh Terrace, Tavistock; and Montebello Islands, North-West Australia.
1882	HAYWARD, J. F., Aroona, Freshford, Bath.
1903	HEAD, JAMES, 40 Lowndes Square, S.W.; and Inverailort, Inverness-shire.
1880	HEALEY, EDWARD C., 86 St. James's Street, S.W.
1899	HEALEY, GERALD E. CHADWYCK, B.A., 20 Rutland Gate, S.W.
1890	HEATH, COMMANDER GEORGE P., R.N., 12 Sussex Mansions, South Kensington, S.W.
1888	HECTOR, ALEXANDER, 2 Loveday Road, Ealing, W.
1901	HEDGES, GEORGE A. M., 5 Essex Villas, Kensington, W.
1886	HEDGMAN, W. JAMES, The Firs, Upper Richmond Road, Putney, S.W.
1887	HEGAN, CHARLES J., Oxford and Cambridge Club, Pall Mall, S.W.
1901	HEIM, JOSEPH, 18 Anerley Park, S.E.
1893	HEINEKEY, ROBERT B., 36 Egerton Gardens, S.W.
1877	HEMMANT, WILLIAM, Bulimba, Sevenoaks.

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1897	†HENDERSON, GEORGE T., 7 Billiter Square, E.C.
1903	HENDERSON, JAMES A. LEO, Ph.D., F.G.S., 1 Kingswood Road, Upper Norwood, S.E.
1898	HENDERSON, JOHN, 26 Queen's Gardens, Bayswater, W.
1897	†HENNING, RUDOLF H., 2 Mount Street, W.
1889	HENWOOD, PAUL, Moorgate Court, Moorgate Street, E.C.
1886	HEPBURN, ANDREW, 10 Broad Street Avenue, E.C.
1893	HERBERT, HON. SIR ROBERT G. W., G.C.B., 3 Whitehall Court, S.W.; and Ickleton, Great Chesterford, Essex.
1884	HERIOT, MAJOR-GENERAL JAMES A. MACKAY, R.M.L.I., c/o Messrs. Stilwell & Sons, 42 Pall Mall, S.W.
1883	HERVEY, DUDLEY F. A., C.M.G., Westfields, Aldeburgh, Suffolk.
1895	HERVEY, MATTHEW W., C.E., East Bilney Hall, East Dereham, Norfolk.
1895	HERVEY, VALENTINE S., 33 Hyde Park Gate, S.W.
1884	HESSE, F. E., Eastern Extension, &c., Telegraph Co., Limited, Electra House, Moorgate, E.C.
1897	HICKINBOTHAM, WILLIAM.
1902	HIPPINGH, P. C. v.D. P., c/o Standard Bank of South Africa, 10 Clement's Lane, E.C.
1880	†HILL, JAMES A., 19 Jones Street, Kimberley, Cape Colony.
1885	†HILL, SIDNEY, Langford House, Langford, near Bristol.
1897	HILLIER, ALFRED P., B.A., M.D., 30 Wimpole Street, W.
1895	HILLMAN, VALENTINE A., C.E., Moorambine, 38 Woodstock Road, Redland Green, Bristol.
1897	HILLSON, JOHN C., The Bungalow, Symond's Yat, Ross, Herefordshire.
1886	†HILTON, C. SHIRREFF B., 41 Roland Gardens, S.W.
1901	HILTON, ERNEST F., 23 The Boltons, S.W.
1889	HIND, T. ALMOND, Goldsmith Building, Temple, E.C.
1903	HIND-SMITH, WILLIAM, The Chestnuts, Copers Cope Road, Beckenham.
1902	HIND-SMITH, WM. WILSON, F.R.G.S., Tamworth; 196 Kingshall Road, Beckenham.
1883	†HINDSON, ELDRIDGE GRAVE.
1883	HINGLEY, GEORGE B., High Park, Droitwich.
1898	HOARE, EDWARD BRODIE, Carlton Club, Pall Mall, S.W.; and Tenchleys, Limpsfield, Surrey.
1903	HOATHER, CHARLES A., 185 Earl's Court Road, S.W.
1886	HODGKIN, THOMAS, D.C.L., Barmoor Castle, Beal, Northumberland.
1898	†HODGSON, GERALD TYLSTON, B.A., Ockbrook House, Derby.
1879	†HODGSON, H. TYLSTON, M.A., Harpenden, Hertfordshire.
1886	HOFFMEISTER, C. R.
1895	HOGAN, JAMES F., 52 Great Russell Street, W.C.
1887	†HOGARTH, FRANCIS, Sackville House, Sevenoaks.
1891	HOGG, HENRY ROUGHTON, 6 Clanricarde Gardens, Bayswater, W.; and Cheniston, Upper Macedon, Victoria.
1897	HOLDEN, PETER W., Queen Anne's Mansions, S.W.
1882	HOLDSWORTH, JOHN, Barclay House, Eccles, Manchester.
1901	HOLLAND, ALFRED R., Leesons, St. Paul's Cray, Chislehurst, Kent.
1902	HOLLEY, GEORGE H., 29 Abbey Road, St. John's Wood, N.W.
1880	HOLMESTED, ERNEST A., Falkland House, Linden Road, Bedford.

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1888 HOOPER, GEORGE N., F.R.G.S., F.S.S., Elmleigh, Hayne Road, Beckenham.

1884 HOPKINS, EDWARD, Claremont, Nutfield, Surrey.

1884 HOPKINS, JOHN, Little Bourdes, Southborough, Tunbridge Wells; and 79 Mark Lane, E.C.

1890 HOPKINS, T. HOLLIS, Leconfield, Mount Park Road, Ealing, W.; and 9 Fore Street Avenue, E.C.

1879 HORA, JAMES, 123 Victoria Street, S.W.; and 147 Cannon Street, E.C.

1903 HOBDEBN, LIEUT. LIONEL H., R.N., Chart Lodge, Weybridge.

1895 HORN, WM. AUSTIN, Junior Carlton Club, Pall Mall, S.W.

1876 †HOUSTOUN, GEORGE L., Johnstone Castle, Johnstone, Renfrewshire, N.B.

1902 HOUSTOUN, MAJOR JAMES F., 4 Montpelier Square, S.W.; Army and Navy Club, S.W.; and Clerkington, Haddington, N.B.

1899 HUBBUCK, AUGUSTUS, Elmstead Lodge, Chislehurst; and 24 Lime St., E.C.

1886 HUGHES, GEORGE, F.C.S., 155 Fenchurch Street, E.C.; and Bridgetown, Barbados.

1881 †HUGHES, JOHN, F.C.S., 79 Mark Lane, E.C.

1880 †HUGHES, COMMANDER R. JUKES, R.N., Whiddon, Newton Abbot.

1884 †HULL, W. WINSTANLEY, St. Ann's Heath, Virginia Water, Surrey.

1893 HUMBY, HENRY G., M.Inst.C.E., 50 Campden Hill Court, Kensington, W.

1902 HUNT, FRANK, Earls Colne, Essex.

1904 HUTCHINSON, H. CHARLES, Messrs. Millers, Ltd., Surrey House, Victoria Embankment, W.C.

1896 HUTTON, MAJOR-GENERAL SIR EDWARD T. H., K.C.M.G., C.B., Melbourne, Victoria; and United Service Club, Pall Mall, S.W.

1897 HYAMS, FRANK, 128 New Bond Street, W.

1900 IBES, PERCY MAVON, 140 Blomfield Terrace, W.

1889 †IEVERS, GEORGE M., Oakgrove, Killinardish, Cork, Ireland.

1902 †IMBROTH, GUSTAV, 427 Salisbury House, London Wall, E.C.

1883 †INGLIS, CORNELIUS, M.D., 252 St. James's Court, S.W.; and Athenæum Club, S.W.

1881 INGRAM, SIR WILLIAM J., BART., 198 Strand, W.C.

1880 IRVINE, THOMAS W., 17 Aldermanbury, E.C.

1893 IRWILL, HERMAN, 11 Park Square West, Regent's Park, N.W.; and 24 Coleman Street, E.C.

1884 ISAACS, JACOB, 9a Porchester Terrace, Hyde Park, W.

1803 IZARD, WALTER G., C.E., 10 The Paragon, Blackheath, S.E.

1883 JACK, A. HILL, National Insurance Co. of New Zealand, 9 Gracechurch Street, E.C.

1886 †JACKSON, JAMES, J.P., 42 Campden House Court, W.

1903 JACKSON, LIEUT.-COLONEL ANDREW M., Victoria Chambers, Hull.

1889 †JACKSON, SIR THOMAS, BART., Hong Kong and Shanghai Banking Corporation, 31 Lombard Street, E.C.

1901 JACOBS, JOHN I., 3 Gloucester Crescent, Regent's Park, N.W.

1886 JACOME, REGINALD B., 61 Moorgate Street, E.C.

1900 JAMES, R. BOUCHER, Halsanner, Bideford.

Year of
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1890	†JAMIESON, WILLIAM, <i>c/o Broken Hill Proprietary Company, 31 Queen Street, Melbourne, Victoria.</i>
1897	JARVIS, LIEUT.-COLONEL A. WESTON, C.M.G., M.V.O., <i>66 Park Street, Grosvenor Square, W.</i>
1898	JHANS, RICHARD W., <i>Bank of Australasia, 4 Threadneedle Street, E.C.</i>
1894	JEFFERSON, HARRY WYNDHAM, <i>26 Austin Friars, E.C.</i>
1884	†JEFFRAY, R. J., <i>46 Elm Park Road, S.W.</i>
1902	JENKINS, SIR JOHN J., D.L., J.P., <i>The Grange, Swansea.</i>
1890	JENKINSON, WILLIAM W., <i>6 Moorgate Street, E.C.</i>
1895	JENNINGS, GILBERT D., <i>28 Gracechurch Street, E.C.</i>
1889	JERNINGHAM, SIR HUBERT E. H., K.C.M.G., <i>14 Bruton Street, W.; and Longridge Towers, Berwick.</i>
1890	†JERSEY, RIGHT HON. THE EARL OF, G.C.B., G.C.M.G., <i>Osterley Park, Ileworth; and Middleton Park, Bicester.</i>
1903	JOHNSON, CAPTAIN J. Viner, <i>St. Julians, Milborne Port, Somerset.</i>
1884	JOHNSON, FREDERICK WM., A.M. Inst. E.C., <i>Maybank, Staplehurst, Kent.</i>
1889	JOHNSON, GENERAL SIR ALLEN B., K.C.B., <i>60 Lexham Gardens, W.</i>
1894	JOHNSON, GODFREY B., <i>8 Victoria Street, S.W.</i>
1896	JOHNSON, L. O., <i>1 Snow Hill, E.C.</i>
1888	JOHNSTON, ALEXANDER, <i>120 Fenchurch Street, E.C.</i>
1902	JOHNSTON, GEORGE LAWSON, <i>15 Mansfield Street, Portland Place, W.</i>
1893	JONES, SIR ALFRED L., K.C.M.G., <i>Messrs. Elder, Dempster & Co., 6 Water Street, Liverpool.</i>
1884	†JONES, HENRY, <i>Bramley Dene, Branksome Park, Bournemouth.</i>
1899	JONES, CAPTAIN HENRY M., V.C., <i>United Service Club, Pall Mall, S.W.</i>
1892	JONES, J. D., <i>26 Bordesbury Park, N.W.</i>
1900	JONES, J. F., C.M.G., <i>British South Africa Co., 2 London Wall Buildings, E.C.</i>
1902	JONES, RODERICK, <i>West Kent Carlton Club, Point House, The Grove, Greenwich, S.E.; and Reuter's Telegram Co., 24 Old Jewry, E.C.</i>
1884	JONES, SIR W. H. QUAYLE, <i>14 Royal Avenue, Chelsea, S.W.</i>
1889	JONES, WILLIAM T., <i>17 Stratton Street, W.</i>
1896	JONES, W. WOODGATE, M.A., <i>Hill Side, White Hill, Bletchingley, Surrey.</i>
1887	JOSEPH, JULIAN, <i>6 Holland Park, W.</i>
1898	JOSHUA, ABRAM, <i>12 Collingham Gardens, S.W.</i>
1886	JOSLIN, HENRY, <i>Gaynes Park, Upminster, Essex.</i>
1904	JUDD, WALTER A., <i>5 Queen Victoria Street, E.C.; and The Nook, 101 Gipsy Hill, S.E.</i>
1868	JULIAN, SIR PENROSE G., K.C.M.G., C.B., <i>Stadacona, Torquay.</i>
1889	JUSTICE, MAJOR-GENERAL W. CLIVE, C.M.G., <i>Hinstock, Farnborough, Hants.</i>
1876	KARUTH, FRANK, <i>29 Nevers Mansions, Earl's Court, S.W.</i>
1898	†KAUFMAN, CHARLES, <i>12 Berkeley Street, W.</i>
1894	KEARNE, SAMUEL R., <i>Kingswood, Lyndhurst Gardens, Hampstead, N.W.</i>
1890	KEARTON, GEORGE H., <i>Hurst Dene, Ore, Sussex.</i>
1890	KEATS, HERBERT F. C., <i>c/o Bank of Australasia, 4 Threadneedle Street, E.C.</i>
1885	KEEP, CHARLES J., <i>1 Guildhall Chambers, Basinghall Street, E.C.</i>
1902	KEEP, RONALD, <i>Woollet Hall, North Cray, Fooths Cray, S.O., Kent.</i>

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1903	KERHMANN, L., <i>c/o Standard Bank of South Africa, 10 Clement's Lane, E.C.</i>
1871	KEITH-DOUGLAS, STEWART M., <i>Oriental Club, Hanover Square, W.</i>
1894	KEMP, DAVID R., <i>Messrs. Dalgety & Co., 94 Bishopsgate Street, E.C.</i>
1903	KEMP, HENRY C., <i>7 Thavies Inn, Holborn, E.C.</i>
1887	KEMP-WELCH, JAMES, <i>Parkstone, Weybridge.</i>
1881	KENDALL, FRANKLIN R., <i>1 The Paragon, Blackheath, S.E.; and St. Stephen's Club, S.W.</i>
1877	KENNEDY, JOHN MURRAY, <i>Knockralling, Dalry, Galloway, N.B.; and New University Club, S.W.</i>
1898	†KENNEDY, PITTR, <i>39 Palace Gardens Terrace, W.; and New Oxford and Cambridge Club, 68 Pall Mall, S.W.</i>
1895	KENNION, RT. REV. GEORGE WYNDHAM, D.D., <i>Lord Bishop of Bath and Wells, The Palace, Wells, Somerset.</i>
1888	KENT, ROBERT J., <i>24 Portland Place, W.</i>
1896	†KENYON, JAMES, <i>Walshaw Hall, Bury.</i>
1894	KESWICK, JAMES J., <i>Halleaths, Lochmaben, N.B.</i>
1881	†KESWICK, WILLIAM, M.P., <i>Eastwick Park, Leatherhead.</i>
1903	KEY, REV. SIR JOHN K. C., BART., <i>c/o Universities Mission, 9 Dartmouth Street, S.W.</i>
1874	KIMBER, SIR HENRY, BART., M.P., <i>79 Lombard Street, E.C.</i>
1894	KING, CHARLES WALLIS, <i>Newnham House, Marshgate, Richmond, S.W.</i>
1901	†KINGDON, HENRY F., <i>Quethiock, Castle Road, Horsell, Woking.</i>
1886	KINNAIRD, RIGHT HON. LORD, <i>1 Pall Mall East, S.W.</i>
1898	KITCHING, HENRY, J.P., <i>The Grange, Great Ayton, Yorks.</i>
1903	KITCHING, JOHN, <i>Oaklands, Kingston Hill, Kingston-on-Thames; and Branksome Hall, Darlington.</i>
1899	KLEIN, WALTER G., <i>24 Belsize Park, N.W.</i>
1889	KNOTT, CAPTAIN MICHAEL E.
1902	KNOWLES, SIR JAMES, K.C.V.O., <i>Queen Anne's Lodge, St. James's Park, S.W.</i>
1902	†KRAUSS, HENRY J., <i>101 Hatton Garden, E.C.</i>
1902	KREGOR, C. H., <i>Bonnington, Canons Park, Edgware.</i>
1891	KROHN, HERMAN A., B.A., <i>Maldon Court, Maldon, Essex.</i>
1885	KUMMERER, RUDOLPH, <i>20 Bury Street, St. James's, S.W.</i>
1891	†LAING, JAMES ROBERT, <i>7 Australian Avenue, E.C.</i>
1902	LANCE, CHARLES C., <i>Kingsdown, North Drive, Streatham Park, S.W.; and 33 Eastcheap, E.C.</i>
1876	†LANDALE, WALTER, <i>Oriental Club, Hanover Square, W.</i>
1887	LANE, MAJOR-GENERAL RONALD B., C.V.O., C.B., <i>14 Curzon Street, W.</i>
1901	LANG, ALEXANDER, <i>24 Gledhow Gardens, S.W.; and Bank of Montreal, 22 Abchurch Lane, E.C.</i>
1904	LANGMORE, LESLIE G., <i>1 Aynhoe Mansions, Brook Green, W.</i>
1881	LANGTON, JAMES, <i>Hillfield, Reigate.</i>
1883	†LANSDOWNE, RIGHT HON. THE MARQUIS OF, K.G., G.C.S.I., G.C.M.G., G.C.I.E., <i>Lansdowne House, 54 Berkeley Square, W.; and Bowood, near Caine, Wiltshire.</i>

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1884 †LANSSELL, GEORGE, *Bendigo, Victoria.*
 1876 †LARDNER, W. G., *Junior Carlton Club, Pall Mall, S.W.*
 1900 LARKINS, REV. FREDERICK, *Rose Gill, Westward Ho! North Devon.*
 1881 LAUGHLAND, JAMES, *50 Lime Street, E.C.*
 1904 LAURIE, WM. FORBES, *66 Palace Gardens Terrace, W.*
 1875 LAWRENCE, W. F., M.P., *27 Eaton Square, S.W.; Cowesfield House, Salisbury; and New University Club, St. James's Street, S.W.*
 1885 LAWREN, ALEXANDER, *The Hoo, Lyndhurst Gardens, Hampstead, N.W.*
 1886 †LAWRIN, ALEX. CECIL, *14 St. Mary Axe, E.C.*
 1892 LAWSON, ROBERTSON, *34 Old Broad Street, E.C.*
 1894 LEAKE, WM. MARTIN, *Ceylon Association, 61 Gracechurch Street, E.C.*
 1896 LEE, ARTHUR M., *8 Victoria Road, Kensington, W.*
 1886 LEE, HENRY WILLIAM, *24 Cleveland Square, Hyde Park, W.*
 1899 LEECHMAN, CHRISTOPHER A., *Oriental Club, Hanover Square, W.*
 1901 LESSON, GILBERT H., *34 Great St. Helen's, E.C.*
 1896 LESSON, WILLIAM F., *34 Great St. Helen's, E.C.*
 1901 LEFROY, HON. HENRY BRUCE, C.M.G. (*Agent-General for Western Australia*), *15 Victoria Street, S.W.*
 1889 LE GROS, GERVAISE, *Seafield, Jersey.*
 1892 LE MAISTRE, JOHN L. B., *Messrs. G. Balleine & Co., Jersey.*
 1889 LEUCHARS, JOHN W., *Broad Street Avenue, E.C.*
 1902 †LEVER, WM. HESKETH, *Thornton Manor, Thornton Hough, Chester; and 109 Queen Victoria Street, E.C.*
 1873 LEVY, G. COLLINS, C.M.G., *National Liberal Club, Whitehall Place, S.W.*
 1899 LEVY, B. W., *Messrs. D. Cohen & Co., 17 Tokenhouse Yard, E.C.*
 1902 LEWIS, E. J., F.E.S., F.L.S., *Ladingford, Yalding, Kent; and 4 Clement's Inn, W.C.*
 1885 LEWIS, ISAAC, *14 Stratton Street, W.; and Threadneedle House, E.C.*
 1887 LEWIS, JOSEPH, *10/11 Austin Friars, E.C.*
 1890 LEWIS, OWEN, *Fern Cottage, Lalcham Road, Shepperton, Middlesex.*
 1889 †LINLITHGOW, MOST HON. THE MARQUIS OF, K.T., G.C.M.G., G.C.V.O., *Carlton Club, Pall Mall, S.W.; and Hopetoun House, South Queensferry, N.B.*
 1897 LISTER, R. A., J.P., *The Towers, Dursley.*
 1884 LITTLE, J. STANLEY, *Authors' Club, Whitehall Court, S.W.*
 1886 †LITTLEJOHN, ROBERT, *8 Cavendish Square, W.*
 1874 LITTLETON, THE HON. HENRY S., *16 Lennox Gardens, S.W.*
 1888 LIVERY, SIR GEORGE, *Shagbrook, Reigate.*
 1900 LLOYD, ARTHUR, *12 Salisbury Square, Fleet Street, E.C.*
 1890 LLOYD, F. GRAHAM, *40 King Street, Cheapside, E.C.*
 1899 †LLOYD, FRANK, *Coombe House, Croydon; and 4 Salisbury Court, Fleet Street, E.C.*
 1881 LLOYD, RICHARD DUPPA, *2 Addison Crescent, Addison Road, W.*
 1887 †LOEWENTHAL, LEOPOLD, *Lionsdale, Hampton Wick, Middlesex.*
 1886 †LONGSTAFF, GEORGE B., M.A., M.D., *Highlands, Putney Heath, S.W.; and Twickenham, Morthoe, near Ilfracombe.*
 1889 LORING, ARTHUR H., *11a Princes Street, Westminster, S.W.*
 1886 †LOTHIAN, MAURICE JOHN, *Redwood, Spytaw Road, Edinburgh.*
 1886 LOVE, WILLIAM McNAUGHTON, *8 Bunkhill Row, E.C.*

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1884 LOW, SIR HUGH, G.C.M.G., 23 *De Vere Gardens, W.*; and *Thatched House Club, St. James's Street, S.W.*

1875 †LOW, W. ANDERSON, 6 *Sussex Gardens, Westgate-on-Sea, Kent.*

1899 LOWE, SAMUEL, *Meadowbank, Hadley Wood, Middlesex.*

1880 LOWREY, LIEUT.-GENERAL R. W., C.B., 25 *Warrington Crescent, Maida Hill, W.*; and *United Service Club, Pall Mall, S.W.*

1877 LUBBOCK, SIR NEVILLE, K.C.M.G., 20 *Eastcheap, E.C.*; and 65 *Earl's Court Square, S.W.*

1902 LUNN, HENRY S., M.D., F.R.G.S., 5 *Emsleigh Gardens, N.W.*

1886 LYALL, ROGER CAMPBELL, *United University Club, Pall Mall East, S.W.*

1879 †LYALL, CAPTAIN FRANCIS H., 2 *Elvaston Place, S.W.*; and *Naval and Military Club, Piccadilly, W.*

1886 LYELL, JOHN L., 30 *Christchurch Road, Streatham Hill, S.W.*

1904 LYNN, HUGH SPENCER, 118 *Palace Chambers, Westminster, S.W.*

1885 †LYON, GEORGE O., *Eton, Berwick, Victoria.*

1886 †LYTTELTON, THE HON. G. W. SPENCER, C.B., 49 *Hill Street, Berkeley Square, W.*

1885 MACALISTER, JAMES, *Ethelstane, 32 Maresfield Gardens, Hampstead, N.W.*

1885 †MACAN, J. J., M.A., M.D., M.R.C.S., *Crossgates, Cheam, Surrey*; and *Rockhampton, Queensland.*

1901 †MACARTNEY, REV. HUSSEY B., M.A., 78 *Elm Park Mansions, Chelsea, S.W.*

1887 MACBRIDE, ROBERT K., C.M.G., M.Inst.C.E., *Junior Carlton Club, Pall Mall, S.W.*

1899 MACCAW, WILLIAM J. M., 194 *Queen's Gate, S.W.*

1896 MACDONALD, GEORGE, 2 *Amherst Park, Stamford Hill, N.*

1900 †MACDONALD, HECTOR, 153 *Leadenhall Street, E.C.*

1892 MACFADYEN, JAMES J., 38 *Rockmount Road, Upper Norwood, S.E.*

1873 †MACFARLAN, ALEXANDER, *Torish, Helmsdale, N.B.*

1889 †MACFARLANE, JAMES G., *Messrs. W. Dunn & Co., Broad St. Avenue, E.C.*

1889 †MACFIE, JOHN W., *Rowton Hall, Chester.*

1881 †MACIVER, DAVID, M.P., 16 *Brunswick Street, Liverpool.*

1881 MACKAY, A. MACKENZIE, 50 *Lime Street, E.C.*

1895 †MACKAY, DANIEL J., *Dunkeld, 27 Arkwright Road, Hampstead, N.W.*

1893 MACKAY, DONALD, *Reay Villa, Bodenham Road, Hereford.*

1897 †MACKAY, SIR JAMES L., G.C.M.G., K.C.I.E., *Oriental Club, Hanover Square, W.*

1885 †MACKENZIE, COLIN.

1890 MACKENZIE, SIR GEORGE S., K.C.M.G., C.B., 52 *Queen's Gate Gardens, S.W.*

1899 †MACKINNON, DUNCAN, 16 *Hyde Park Square, W.*

1903 †MACKINNON, JOHN, 8 *Hyde Park Gardens, W.*; and *Balinakill, Clachan, Argyleshire.*

1902 MACKINTOSH, DUNCAN, 5 *Adamson Road, Hampstead, N.W.*

1889 MACLEAR, ADMIRAL J. P., *Beaconscroft, Chiddingfold, Godalming*; and *United Service Club, Pall Mall, S.W.*

1896 †MACLEAY, SINCLAIR, 1 *Norfolk Street, Park Lane, W.*

1887 MACMILLAN, MAURICE, *St. Martin's Street, Leicester Square, W.C.*

1892 MACPHAIL, ALEXANDER J., 10 *St. Helens Place, E.C.*

1887 MACPHERSON, LACHLAN A., *Wyrley Grove, Pelsall, Walsall.*

1882 MACROSTY, ALEXANDER, *West Bank House, Esher.*

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1869	MCARTHUR, ALEXANDER, 79 Holland Park, W.
1886	MCARTHUR, JOHN P., 18 Silk Street, Cripplegate, E.C.
1883	MCARTHUR, WM. ALEXANDER, M.P., 12 Buckingham Gate, S.W.; and 18 & 19 Silk Street, Cripplegate, E.C.
1885	MCCAUL, GILBERT JOHN, Creggandarragh, Yester Road, Chislehurst.
1892	†MCCONNELL, ARTHUR J., 8 Collingham Gardens, South Kensington, S.W.
1893	MCCONNELL, FREDERICK V., 37 Cranley Gardens, S.W.
1890	†MCULLOCH, GEORGE, 184 Queen's Gate, S.W.
1883	MCDONALD, JAMES E., 4 Chapel Street, Cripplegate, E.C.
1887	†MCDONALD, JOHN, 30 Broad Street House, E.C.
1882	MCDONELL, ARTHUR W., 2 Rector Place, Portsmouth Road, Guildford.
1882	MCETEN, DAVID PAINTER, 24 Peckridge Square, W.
1898	MFARLANE, WILLIAM, Messrs. W. Dunn & Co., Broad Street Avenue, E.C.
1899	MGAW, JOHN THOBURN, Broomhall, Warnham, Horsham.
1879	MCILWRAITH, ANDREW, 3 & 4 Lime Street Square, E.C.
1884	MCINTYRE, J. P., 3 New Basinghall Street, E.C.
1886	MCLEAN, NORMAN, West Hall, Sherborne, Dorset.
1882	MCLEAN, T. M., 61 Belsize Park, N.W.
1885	MCMAHON, GENEAL C. J., R.A., Mount Wolseley, Tallow, co. Carlow, Ireland; and Junior Army and Navy Club, St. James's Street, W.
1902	MCPEHRON, HENRY A., Berkeley House, Hay Hill, W.
1899	MAGUIRE, THOMAS MILLER, M.A., LL.D., 12 Earl's Court Square, S.W.
1878	MALCOLM, A. J., 169 Queen's Gate, S.W.
1895	MALCOMSON, DAVID, cars of Messrs. Coutts & Co., 59 Strand, W.C.
1883	MANLEY, WILLIAM, 106 Cannon Street, E.C.
1901	†MANNERS, CHARLES, 237 King's Road, Chelsea, S.W.
1896	MANNING, JOHN R., M.S.A., 10 RollsCourt Avenue, Herne Hill, S.E.
1893	MANTELL, DAVID G., Ceylon House, St. Andrew's Road, Bedford.
1898	MARCUS, HERMAN W., Merryland's Hotel, Great Bookham, Surrey.
1892	MARDEN, WILLIAM, 5 East India Avenue, E.C.
1886	MARKS, DAVID, c/o National Provincial Bank, 88 Cromwell Road, S.W.
1904	MARLBOROUGH, HIS GRACE THE DUKE OF, K.G., 38b Curzon Street, W.; and Blenheim Palace, Woodstock.
1885	MARSDEN, THE RIGHT REV. BISHOP, D.D., Dyrham Lodge, Clifton Park, Bristol.
1881	MARSHALL, ERNEST LUXMOORE, 9 St. Helen's Place, E.C.
1889	†MARSHALL, HENRY B., 3 Throgmorton Avenue, E.C.
1901	MARSHALL, LEGH R. H., Blackie House, University Hall, Edinburgh.
1882	†MARTIN, FRANCIS, The Grange, Wroxham, Norfolk.
1889	MARTIN, JAMES, Sunnyside, 58 Palace Road, Streatham Hill, S.W.; and Suffolk House, Laurence Pountney Hill, E.C.
1884	MATHERS, EDWARD P., Glenalmond, 34 Fox Grove Road, Beckenham; and 39 Old Broad Street, E.C.
1886	†MATHESON, SENATOR ALEX. PERCEVAL, Parliament House, Melbourne, Victoria.
1901	MATHIESON, JAMES FRANCIS, M.A., 13 Langland Gardens, Finchley Road, N.W.
1890	†MATHIESON, JOHN, General Manager's Office, Midland Railway, Derby.
1893	MATON, LEONARD J., B.A., Grosvenor Lodge, Wimbledon, S.W.
1886	MATTHEWS, JAMES, Lemington Hall, Scotswood R.S.O., Northumberland.

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1894 MAURICE, JOHN A., *Elm Grove, Dawlish.*
 1902 MAWSON, GEORGE, 171 Queen Victoria Street, E.C.
 1894 MEAD, FREDERICK, *The Moorings, St. Albans.*
 1903 †MEDHURST, FRANCIS HASTINGS, 13 Victoria Street, S.W.
 1899 †MEERSON, EDWARD TUCKER, R.N., 98 Sutherland Avenue, W.
 1899 †MEERSON, FREDERICK, 98 Sutherland Avenue, W.
 1878 MEINERTZHAGEN, ERNEST LOUIS, 4 Cheyne Walk, Chelsea, S.W.
 1886 MELHUISH, WILLIAM, *Constitutional Club, Northumberland Avenue, W.C.*
 1898 MERCER, WM. ALEXANDER, 85 London Wall, E.C.
 1889 METCALFE, SIR CHARLES H. T., BART., *Junior Carlton Club, Pall Mall, S.W.*
 1877 †METCALFE, FRANK E., *Gloucester House, Stonebridge Park, N.W.*
 1878 NEWBURN, WILLIAM R., J.P. 19 Holland Park, W.
 1899 †MICHAELIS, MAX, *Tandridge Court, Oxted, Surrey.*
 1897 MIDDLETON, R. V.
 1903 MIGNON, CAPTAIN JEPSON G., *Junior Naval and Military Club, 96 Piccadilly, W.*
 1889 MILLER, CHARLES A. DUFF, 9 Warwick Square, S.W.
 1903 MILLER, EDWARD HOLL, 81 Chardmore Road, Stoke Newington, N.
 1903 MILLER, JAMES, 68 Gloucester Terrace, Hyde Park, W.; and 2 Billiter Avenue, E.C.
 1901 †MILLIGAN, GEORGE, *Messrs. Debenham & Co., 15 St. Paul's Churchyard, E.C.*
 1897 †MILLS, THOMAS, *Longdown House, Sandhurst, Berks.*
 1901 MILNER, THOMAS J., 25 Albany Road, Stroud Green, N.
 1898 MINTO, H.E. RT. HON. THE EARL OF, G.C.M.G., *Government House, Ottawa, Canada.*
 1902 MITCHELL, ERNEST J. D., M.A., M.B., M.R.C.S., 1F Oxford and Cambridge Mansions, W.
 1898 †MITCHELL, JAMES, *Lanherne, Shillingford Hill, Wallingford, Berks.*
 1895 †MITCHELL, JOHN STEVENSON, 8 Chiswell Street, E.C.
 1878 MOCATTA, ERNEST G., 4 Throgmorton Avenue, E.C.
 1885 MOIR, ROBERT N., 44 Gondar Gardens, Hampstead, N.W.
 1883 MOLESWORTH, THE REV. VISCOUNT, 13B Lansdown Crescent, Bath.
 1895 MOLTELNO, PERCY ALLPOET, 10 Palace Court, Bayswater, W.
 1884 †MONBO, MALCOLM, *Cane Grove, 10 Kelvinside Gardens, Glasgow.*
 1884 MONTEFIORE, HERBERT B., 11 Queen Victoria Street, E.C.
 1885 MONTEFIORE, JOSEPH G., 14 Westbourne Park Road, W.
 1889 MONTEFIORE, LOUIS P., 9 Coburg Place, Hyde Park, W.
 1903 MONTGOMERY, RT. REV. BISHOP, H. H., D.D., *Society for Propagation of the Gospel, 19 Delahay Street, S.W.*
 1894 †MOON, EDWARD R. P., M.P., 6 Onslow Gardens, S.W.
 1886 MOORE, ARTHUR CHISOLM, 23 Essex Street, Strand, W.C.
 1884 MOORE, JOHN, 23 Knightrider Street, E.C.
 1903 MOORE, MAJOR AETHUR T., R.E., *The Grange, Gillingham, Kent.*
 1891 MOORE, YORK T. G., M.R.C.S.E., L.R.C.P., 1 Lewisham Hill, S.E.
 1903 MOORHEAD, EDWARD, c/o *Messrs. R. P. Houston & Co., Castle Street, Cape Town, Cape Colony.*
 1898 MOORHEAD, JAMES, c/o *Messrs. R. P. Houston & Co., 10 Dale St., Liverpool.*

<i>Year of Election.</i>	
1883	†MOORHOUSE, EDWARD, <i>care of Bank of New Zealand, 1 Queen Victoria Street, E.C.</i>
1887	MOOR-RADFORD, ALFRED, 59 Queen's Gardens, Hyde Park, W.; and 4 Harcourt Buildings, Temple, E.C.
1885	MOREING, CHARLES ALGERNON, M.Inst.C.E., F.G.S., Moore Place, Esher.
1903	MORGAN, BENJAMIN H., 4 Great Smith Street, Westminster, S.W.
1891	MORGAN, LIEUT.-COLONEL A. HICKMAN, D.S.O., 14 Grosvenor Place, S.W.
1894	†MORGAN, GWYN VAUGHAN, 1 St. James's Place, S.W.
1900	MORGAN, PENRY VAUGHAN, 7 Park Lane, W.
1868	MORGAN, SEPTIMUS VAUGHAN, 37 Harrington Gardens, South Kensington, S.W.; and 42 Cannon Street, E.C.
1900	MORGAN, ALDERMAN WALTER VAUGHAN, 42 Cannon Street, E.C.
1884	MORGAN, WILLIAM PRITCHARD, 1 Queen Victoria Street, E.C.
1903	MORSE, GILBEET, Crown Brewery, Lowestoft.
1897	MORRELL, JOHN BOWES, 30 St. Mary's, York.
1899	MORRIS, THOMAS MORGAN, F.S.S., 12 Green Street, Neath.
1900	MORRISON, JAMES K., 10 Eton Road, South Hampstead, N.W.; and Thatched House Club, St. James's Street, S.W.
1887	†MORRISON, JOHN S., Thatched House Club, St. James's Street, S.W.
1886	MORRISON, WALTER, Malham Tarn, Settle; and 77 Cromwell Road, S.W.
1869	MORT, WILLIAM, 1 Stanley Crescent, Notting Hill, W.
1904	MOSBLY, ALFRED, C.M.G., West Lodge, Hadley Wood, Barnet.
1902	MOSENTHAL, GEORGE J. S., 190 Queen's Gate, S.W.
1885	MOSENTHAL, HARRY, 19 Green Street, W.
1884	MOSSE, JAMES ROBERT, M.Inst.C.E., 5 Clanricarde Gardens, Tunbridge Wells.
1891	MÜCK, FRED A. E., Devonshire Club, St. James's Street, S.W.
1903	MUIRE, WILLIAM CLARK, Blackwood House, Ecclefechan, N.B.
1902	MUILLE, ROBERT.
1897	MUNN, WINCHESTER, Laverstoke, near Whitchurch, Hants.
1902	MURDOCH, JOHN, 52 Leadenhall Street, E.C.
1896	MURE, SIR ANDREW, 4 McLaren Road, Newington, Edinburgh.
1899	MURRAY, THE HON. ALEXANDER O. (MASTER OF ELIHANK), M.P., Juniper Bank, Walkerburn, Peeblesshire; and Brooks's Club, St. James's Street, S.W.
1885	†MURRAY, CHARLES, Kylemore, Eton Avenue, Hampstead, N.W.
1888	MURRAY, DAVID, 30 Pembridge Square, W.
1901	MURTON, SIR WALTER, C.B., Saxbys, Chislehurst; and Devonshire Club, St. James's Street, S.W.
1901	MYERS, ALBEET, 59 High Holborn, W.C.
1889	MYRES, ALEXANDER, 125 Sutherland Avenue, Maida Vale, W.
1893	MYERS, ISAAC, Thorganby, Westfield Road, Edgbaston, Birmingham.
1875	†NAIRN, JOHN, Garth House, Torrs' Park Road, Ilfracombe.
1881	NATHAN, N. ALFRED, 28 Finsbury Street, E.C.
1889	NATHAN, GEORGE J., c/o Messrs. I. Salaman & Co., 46 Monkwell Street, E.C.
1887	†NATHAN, JOSEPH E., 23 Pembridge Gardens, W.
1885	NATHAN, LOUIS A., Dashwood House, 9 New Broad Street, E.C.
1886	†NAME, ARTHUR, Woodlands, Selling, Faversham.

Year of Election.	
1881	NEAVE, EDWARD S., 7 Great St. Helen's, E.C.
1894	NEIL, WILLIAM, 35 Walbrook, E.C.
1888	†NEISH, WILLIAM, <i>The Laws, Dundee; and Hogarth Club, Dover Street, W.</i>
1903	NELSON, SEPTIMUS G., <i>Messrs. Merryweather & Sons, Greenwich Road, S.E.</i>
1881	NELSON, SIR E. MONTAGUE, K.C.M.G., 3 Whitehall Court, S.W.
1893	NELSON, HAROLD, 26 St. Mary's Mansions, St. Mary's Terrace, Paddington, W.
1904	NESBITT, ROBERT C., 26 Palace Court, W.; and 7 Devonshire Square Bishopsgate, E.C.
1882	NESS, GAVIN PARKER, 19 Porchester Terrace, Hyde Park, W.
1889	NESTLE, WILLIAM D., <i>Royal London Yacht Club, 2 Savile Row, W.</i>
1988	NEUMANN, SIGMUND, 148 Piccadilly, W.
1896	NEVILLE, GEORGE W., 18 Sussex Place, Regent's Park, N.W.
1896	†NEWMARSH, JOHN, c/o <i>Messrs. Turnbull, Gibon & Co., 44 Leadenhall Street, E.C.</i>
1886	NICHOL, ROBERT, 11 Bunhill Row, E.C.
1904	†NICHOLAS, WILLIAM, F.G.S., 16 Iverna Court, Kensington, W.
1891	NICHOLLS, ALFRED M., 8 Courtfield Gardens, S.W.
1903	NICHOLLS, HORACE W., 9 Amherst Avenue, Ealing, W.
1896	NICHOLS, ARTHUR, <i>Bank of Egypt, 26 Old Broad Street, E.C.</i>
1889	†NIVISON, ROBERT, 8 Finch Lane, E.C.
1883	NORMAN, FIELD-MARSHAL SIR HENRY W., G.C.B., G.C.M.G., C.I.E., <i>The Royal Hospital, Chelsea, S.W.</i>
1897	NORRIS, SISSON C., <i>Killane Rectory, Enniscorthy, Ireland.</i>
1880	†NORTH, CHARLES, <i>Sun-Woodhouse, near Huddersfield.</i>
1878	NORTH, FREDERIC WILLIAM, F.G.S., 60 Cheapside, E.C.
1891	†NORTHERN, RIGHT HON. THE EARL OF, 6 Hans Crescent, S.W.
1901	NUSSBAUM, HERMANN, 51 Coleman Street, E.C.
1902	NUTT, ROBERT RUSSELL, 33 St. Swithin's Lane, E.C.
1901	OGLE, FRANK B., <i>Royston Park, Pinner, Middlesex.</i>
1897	OMMANNEY, CHARLES H., C.M.G., 3 Great Winchester Street, E.C.
1888	OMMANNEY, SIR MONTAGU F., K.C.B., K.C.M.G., I.S.O., <i>Colonial Office, Downing Street, S.W.</i>
1889	ONSLOW, RT. HON. THE EARL OF, G.C.M.G., 7 Richmond Terrace, Whitehall, S.W.; and <i>Clandon Park, Guildford.</i>
1904	OPPENHEIMER, BERNARD, 7G Bickenhall Mansions, W.
1903	ORFORD, CHARLES T., 43 Bloomsbury Square, W.C.
1883	†OSBORNE, CAPTAIN FRANK, <i>The Cedars, Leamington.</i>
1897	OSTROROG, COUNT STANISLAUS J., F.R.G.S., 5 Netherton Grove, Chelsea, S.W.
1889	OTTERSON, ALFRED S., 22 Bryanston Street, W.
1872	OTWAY, RIGHT HON. SIR ARTHUR JOHN, BART., 34 Eaton Square, S.W.; and <i>Athenaeum Club, Pall Mall, S.W.</i>
1897	PACE, DAVID S., <i>Ivy Cottage, Newton Stewart, N.B.</i>
1902	PAIN, JAMES C., JUN., 9 St. Mary Axe, E.C.; and <i>Manhattan, Mitcham Lane, Streatham, S.W.</i>
1902	†PALIOLOGUS, AUGUSTUS L., 47 Beckenham Road, Beckenham.

Year of
Election.

1897	PALMER, CAPT. RICHARD E., <i>Oaklands Park, Newdigate, Surrey.</i>
1880	PARBURY, CHARLES, 3 <i>De Vere Gardens, Kensington, W.</i>
1889	†PARFITT, CAPTAIN JAMES L., <i>Dingleside, Woodford Green, Essex.</i>
1879	PARFITT, CAPTAIN WILLIAM, 62 <i>Foyle Road, Westcombe Park, Blackheath, S.E.</i>
1890	†PARKER, SIR GILBERT, M.P., 20 <i>Carlton House Terrace, S.W.</i>
1889	†PARKER, HENRY, <i>Vale View Cottage, Tring Hill, Tring.</i>
1893	†PARKIN, GEORGE R., C.M.G., M.A., LLD.
1885	PARKINGTON, COLONEL SIR J. ROPER, J.P., D.L., 24 <i>Crutched Friars, E.C.</i> <i>6 Devonshire Place, W.; and United Service Club, Pall Mall, S.W.</i>
1902	PARKINSON, THOMAS W., M.D., 77 <i>Sloane Street, S.W.</i>
1897	PARR, REV. EDWARD G. C., 1 <i>Bolton Gardens, South Kensington, S.W.</i>
1888	PASTRUE, HENRY, <i>Wynches, Much Hadham, Herts.</i>
1886	†PATERSON, J. GLAISTEE, 27 <i>Pembridge Gardens, Bayswater, W.</i>
1898	PATERSON, JAMES, 94 <i>Jermyn Street, S.W.</i>
1902	PATERSON, JAMES GOWANS, <i>Billiter Buildings, E.C.</i>
1887	†PATTERSON, MYLES, 7 <i>Egerton Gardens, S.W.; and Oriental Club, Hanover Square, W.</i>
1898	PAUL, ALEXANDER, 32 <i>Upper Park Road, Haverstock Hill, N.W.</i>
1881	PAUL, HENRY MONCREIFF, 12 <i>Lansdowne Crescent, Notting Hill, W.</i>
1880	PAYNE, JOHN, <i>Park Grange, Sevenoaks.</i>
1881	†PEACE, SIR WALTER, K.C.M.G. (<i>Agent-General for Natal</i>), 26 <i>Victoria Street, S.W.</i>
1877	PEACOCK, GEORGE, 27 <i>Milton Street, Fore Street, E.C.</i>
1885	†PEAKE, GEORGE HERBERT, B.A., LL.B., <i>West Retford House, Retford.</i>
1877	†PEARCE, EDWARD, <i>Oriental Club, Hanover Square, W.</i>
1896	†PEARSON, SIR WEETMAN D. BART., M.P., <i>Paddockhurst, Worth, Sussex; and 10 Victoria Street, S.W.</i>
1894	PEASE, ALFRED JOHN, J.P., <i>Woollam House, Altringham.</i>
1896	†PEMBERTON, LIEUT.-COLONEL ERNEST, R.E., <i>Beechwood, Plympton.</i>
1903	PEEBL, THE HON. GEORGE, M.A., 3 <i>Cleveland Square, St. James's, S.W.</i>
1894	PENDER, SIR JOHN DENISON, K.C.M.G., <i>Eastern Telegraph Co., Electra House, Moorgate, E.C.</i>
1884	PENNEY, EDWARD C., 8 <i>West Hill, Sydenham, S.E.</i>
1899	PERCEVAL, SPENCER A., 36 <i>Eccleston Square, S.W.</i>
1892	PERCEVAL, SIR WESTBY B., K.C.M.G., 20 <i>Coppthall Avenue, E.C.</i>
1902	PERCIVAL, FRANCIS W., M.A., F.S.A., F.R.G.S., 2 <i>Southwick Place, W.; and Atheneum Club, Pall Mall, S.W.</i>
1890	PERKINS, HENRY A., <i>Stoneleigh, Ewell, Surrey.</i>
1895	PERKS, ROBERT WM., M.P., A.M.Inst.C.E., 11 <i>Kensington Palace Gardens, W.</i>
1880	PERRING, CHARLES, <i>Oxford and Cambridge Club, Pall Mall, S.W.</i>
1902	PERRY, ROBINSON G., <i>Glendyne, Eaton Rise, Ealing, W.</i>
1879	†PETHERICK, EDWARD A., 85 <i>Hopton Road, Streatham, S.W.</i>
1872	†PHILLIPSON-STOW, F. S., <i>Blackdown House, Fernhurst, Sussex; and Union Club, Trafalgar Square, S.W.</i>
1884	†PHILLIPS, LIONEL, 33 <i>Grosvenor Square, W.; and Tylney Hall, Winchfield.</i>
1897	PIPER, WILLIAM F., <i>c/o J. A. Smallbones, Esq., 27 Milton Street, E.C.</i>
1897	PITTS, THOMAS, C.B., <i>St. Stephen's House, Victoria Embankment, S.W.</i>

Year of Election.	
1888	†PLANT, EDMUND H. T., <i>Charters Towers, Queensland.</i>
1882	PLEYDELL, T. G., 63 St. James's Street, S.W.; and <i>East Sussex Club, St. Leonards-on-Sea.</i>
1897	†PONSONBY, REV. S. GORDON, <i>The Rectory, Devonport; and 57 St. James's Street, S.W.</i>
1900	PONTIFEX, ARTHUR R.
1884	POOLE, JOHN BADDELEY, <i>Copsecland, New Milton, Hants.</i>
1869	†POORE, MAJOR R., <i>Old Lodge, Salisbury.</i>
1892	PORTER, ROBERT, 37 Chalmers Street, Edinburgh.
1885	POTTER, JOHN WILSON, 2 Fenchurch Avenue, E.C.
1873	PRANCE, REGINALD H., <i>The Ferns, Frognal, Hampstead, N.W.</i>
1882	PRANKERD, PERCY J., <i>Woolacombe, Park Hill, Carshalton, Surrey.</i>
1904	PRATT, EDWIN A., 11 Rolls-court Avenue, Herne Hill, S.E.
1868	PRATT, J. J., 79 Queen Street, Cheapside, E.C.
1901	PRATT, J. JERRAM, JUN., <i>Windermere, Woodberry Down, N.; and 79 Queen Street, Cheapside, E.C.</i>
1885	PREECE, SIR WM. HENRY, K.C.B., F.R.S., M.Inst.C.E., <i>Gothic Lodge, Wimbledon, S.W.</i>
1883	PREVITÉ, JOSEPH WEEDON, <i>Oak Lodge, Pond Road, Blackheath, S.E.</i>
1898	†PRICE, HENRY J., <i>West House, Chirbury, Salop.</i>
1886	PRILLEVITZ, J. M., <i>Margaret Lodge, 94 Finchley Road, N.W.</i>
1873	PRINCE, JOHN S., 28 De Vere Gardens, W.
1900	PRINCE, JULIUS C., 22 Upper Wimpole Street, W.
1891	PRITCHARD, LIEUT.-GENERAL GORDON D., R.E., C.B., <i>United Service Club, Pall Mall, S.W.</i>
1882	PROBYN, LESLEY CHARLES, 79 Onslow Square, S.W.
1899	PROBYN, LIBUT.-COLONEL CLIFFORD, J.P., 55 Grosvenor Street, W.
1897	PRYN, FRED, <i>Messrs. Stuttaford & Co., 11 New Union Street, Moor Lane,</i>
1894	<i>E.C.</i>
1882	PULESTON, SIR JOHN HENRY, 2 Whitehall Court, S.W.
1901	PURVIS, GILBERT, 5 Bow Churchyard, E.C.
1899	QUEENELL, CECIL, 13 St. Albans Villas, Highgate Road, N.W.
1889	QUILTER, SIR W. CUTHBERT, BART., M.P., 74 South Audley Street, W.;
1897	<i>and Bawdsey Manor, Woodbridge.</i>
1884	RADCLIFFE, P. COPLESTON, <i>Derriford, Crown Hill R.S.O. Devon; and Union Club, S.W.</i>
1882	RAINNEY, MAJOR-GENERAL ARTHUR MACAN, Drumboe, Rostrevor, co. Down.
1888	RAIT, GEORGE THOMAS, 70 & 71 Bishopsgate Street Within, E.C.
1881	RALLI, PANDELI, 17 Belgrave Square, S.W.
1884	RAMSAY, ROBERT, Howletts, Canterbury.
1872	RAMSDEN, RICHARD, Mill House, Sutton Courtney, Abingdon.
1889	RAND, EDWARD E., <i>National Liberal Club, Whitehall Place, S.W.</i>
1889	†RANDALL, EUGENE T., c/o <i>Commercial Bank of Sydney, 18 Bircham Lane,</i>
1887	<i>E.C.</i>
1880	RANKEN, PETER, <i>Furness Lodge, East Sheen, Surrey.</i>
1880	†RANKIN, SIR JAMES, BART., M.P., 35 Ennismore Gardens, S.W.; and
1880	<i>Bryngwyn, Hereford.</i>

Year of
Election.

1902	RANSOME, BEERMAN C., <i>Shirleigh, St. Edmund's Road, Ipswich.</i>
1865	RAW, GEORGE HENRY, 96 <i>Gresham House, Old Broad Street, E.C.</i>
1894	RAWES, LIEUT.-COLONEL WM. WOODWARD, R.A., <i>Junior United Service Club, Charles Street, S.W.</i>
1892	READMAN, JAMES BURGESS, D.Sc., <i>Mynde Park, Tram Inn, R.S.O., Hereford.</i>
1881	†REAY, RT. HON. LORD, G.C.S.I., G.C.I.E., 6 <i>Great Stanhope Street, W.</i>
1901	REEVE, WYBEST, 121 <i>Bishop's Mansions, Bishop's Park Rd., Fulham, S.W.</i>
1894	REEVES, HUGH WM., 42 <i>Old Broad Street, E.C.</i>
1896	REEVES, HON. WILLIAM PEMBERTON (<i>Agent-General for New Zealand</i>), 13 <i>Victoria Street, S.W.</i>
1893	REID, EDWARD V., <i>Messrs. Goldsborough, Mort & Co., Leadenhall Buildings, 1 Leadenhall Street, E.C.</i>
1904	REMINGTON, JOHN S., <i>Aynsoms, Grange-over-Sands, Lancs.</i>
1893	RENNIE, GEORGE B., 20 <i>Lowndes Street, S.W.</i>
1883	RENNIE, GEORGE HALL, 6 <i>East India Avenue, E.C.</i>
1902	REYNOLDS-BALL, EUSTACE A., B.A., 16 <i>Eaton Rise, Ealing, W.; and 27 Chancery Lane, W.C.</i>
1903	REYNOLDS, EDWARD C., <i>National Bank of South Africa, London Wall Buildings, Circus Place, E.C.</i>
1895	RICARDE-SEAVIER, MAJOR FRANCIS I., A.Inst.C.E., F.G.S., 16 <i>Grafton Street, W.; and Athenaeum Club, Pall Mall, S.W.</i>
1897	†RICHARDS, GEORGE, 3 <i>Kensington Palace Gardens, W.</i>
1897	†RICHARDS, HENRY C., K.C., M.P., 2 <i>Mitre Court Buildings, Temple, E.C.</i>
1900	RICHARDS, ROGER C., <i>Basildon House, Moorgate Street, E.C.</i>
1890	†RICHARDS, REV. W. J. B., D.D., <i>St. Charles's College, St. Charles's Square, North Kensington, W.</i>
1898	RICHARDSON, CAPTAIN EBNALD E., J.P., <i>Glanbrydan Park, Carmarthenshire.</i>
1878	RICHMOND, JAMES, <i>Monzie Castle, Crieff, N.B.</i>
1902	RIDDELL, PATRICK, <i>Messrs. F. Bailey & Co., 59 Mark Lane, E.C.</i>
1895	RIDGEWAY, RT. HON. SIR J. WEST, G.C.M.G., K.C.B., K.C.S.I., <i>Athenaeum Club, Pall Mall, S.W.</i>
1896	RIPON, JOSEPH, 33 <i>Old Broad Street, E.C.</i>
1891	RIVINGTON, W. JOHN, "British Trade Journal," 24 <i>Mark Lane, E.C.; and 21 Gledhow Gardens, S.W.</i>
1894	ROBERTS, G. Q., M.A., <i>St. Thomas's Hospital, S.E.</i>
1902	ROBERTS, JAMES, <i>Perran House, Perranporth R.S.O., Cornwall.</i>
1895	ROBERTS, RICHARD NEVILL, 95 <i>Finchley Road, N.W.</i>
1902	ROBERTSON, SIR GEORGE SCOTT, K.C.S.I., 11 <i>Harley House, Harley St., W.</i>
1869	ROBINSON, MAJOR-GENERAL C. W., C.B., <i>Beverley House, 38 Eaton Rise, Ealing, W.; and Army & Navy Club, Pall Mall, S.W.</i>
1903	ROBINSON, FREDERICK A., A.Inst.C.E., M.I.M.E., 54 <i>Old Broad St., E.C.</i>
1894	†ROBINSON, JOSEPH B., <i>Dudley House, Park Lane, W.; and 1 Bank Buildings, Lothbury, E.C.</i>
1889	†ROBINSON, THOMAS B., <i>Messrs. McIlwraith, McEacharn & Co., 4 Lime Street Square, E.C.</i>
1878	ROBINSON, SIR WILLIAM, G.C.M.G., 28 <i>Evelyn Mansions, Carlisle Place, S.W.; and Windham Club, St. James's Square, S.W.</i>
1896	ROBSON, CHARLES R., <i>Union Club, Trafalgar Square, S.W.</i>
1898	ROLLS, THE HON. GILBERT.

Year of
Election.

1885	ROME, ROBERT, 2 <i>Harewood Place, Hanover Square, W.</i>
1888	†RONALD, BYRON L., 14 <i>Upper Phillimore Gardens, W.</i>
1876	RONALD, R. B., <i>Pembury Grange, near Tunbridge Wells.</i>
1888	ROPER, FREEMAN, M.A. <i>Oxon.</i> , <i>Bovey House, Beer, Axminster.</i>
1878	ROSE, B. <i>LANCASTER</i> , 1 <i>Cromwell Road, South Kensington, S.W.</i>
1879	ROSE, CHARLES D., M.P., 53 <i>Berkeley Square, W.</i> ; and <i>Hardwick House, Pangbourne, Reading.</i>
1900	ROSE, HARRY.
1881	†ROSEBERRY, RIGHT HON. THE EARL OF, K.G., K.T., 38 <i>Berkeley Square, W.</i> ; and <i>Dalmeny, near Edinburgh, N.B.</i>
1880	ROSS, JOHN, <i>Morven, 6 North Hill, Highgate, N.</i> ; and 119 <i>Finsbury Pavement, E.C.</i>
1882	ROSS, J. <i>GRAFTON, Oriental Club, Hanover Square, W.</i>
1881	†ROTH, H. LING, 32 <i>Prescott Street, Halifax.</i>
1883	†ROTHSCHILD, A. A., 80 <i>Lancaster Gate, W.</i> ; and <i>Warnford Court, E.C.</i>
1894	ROTHWELL, GEORGE, 5 <i>Throgmorton Avenue, E.C.</i>
1890	ROYDS, EDMUND M., <i>Windham Club, St. James's Square, S.W.</i>
1899	RUDD, FRANK M., <i>New Oxford and Cambridge Club, Pall Mall, S.W.</i>
1899	RUNGE, ADOLPHUS, 4 <i>East India Avenue, E.C.</i>
1879	RUSSELL, CAPTAIN A. H., <i>Fyning House, Rogate, Petersfield.</i>
1879	RUSSELL, SIR PETER N., <i>Junior Carlton Club, Pall Mall, S.W.</i> ; and 66 <i>Queensborough Terrace, W.</i>
1875	RUSSELL, THOMAS, <i>Haremere, Etchingham, Sussex.</i>
1878	RUSSELL, THOMAS, C.M.G., 90 <i>Piccadilly, W.</i>
1898	RUSSELL, THOMAS J., <i>London & Westminster Bank, 41 Lothbury, E.C.</i>
1875	RUSSELL, T. PURVIS, <i>Warrooh, Milnathort, Kinross-shire, N.B.</i>
1879	†RUSSELL, T. R., 18 <i>Church Street, Liverpool.</i>
1891	RUSSELL, WM. CECIL, <i>Haremere, Etchingham, Sussex.</i>
1889	RUTHERFORD, H. K., <i>Polmont, Kenley, Surrey.</i>
1886	SAALFELD, ALFRED, <i>The Elms, Bickley, Kent.</i>
1881	†SAILLARD, PHILIP, 87 <i>Aldersgate Street, E.C.</i>
1902	SAMUEL, HENRY, 11 <i>Cleveland Square, Hyde Park, W.</i>
1902	SAMUEL, SIR EDWARD L., BART., 3 <i>Lancaster Gate, W.</i>
1898	SANDEMAN, ALASTAIR C., 62 <i>Mark Lane, E.C.</i>
1897	†SANDEMAN, LIEUT.-COLONEL, of <i>Fonab, Port-na-Craig, Mculin, N.B.</i>
1887	SANDOVER, WILLIAM, <i>Ashburton, Richmond Hill, S.W.</i> ; and 10 <i>Jeffreys Square, St. Mary Axe, E.C.</i>
1873	SASSOON, ARTHUR, 12 <i>Leadenhall Street, E.C.</i>
1891	†SAUNDERS, FREDERIC J., F.R.G.S., <i>Cambridge House, Harmondsworth, Yiewsley, Middlesex.</i>
1899	SAUNDERS, SIR FREDERICK R., K.C.M.G., 47 <i>The Drive, Hove, Sussex</i> ; and <i>Conservative Club, St. James's Street, S.W.</i>
1898	SAVAGE, PERCY H., <i>Blomfield House, 85 London Wall, E.C.</i>
1885	SAVAGE, WM. FREDK., <i>Blomfield House, 85 London Wall, E.C.</i>
1897	SAVILL, WALTER, 9 <i>Queen's Gardens, West Brighton.</i>
1883	SAWYER, ERNEST E., M.A., C.E., 20 <i>Devonshire Terrace, Lancaster Gate, W.</i>
1895	SCAMMELL, EDWARD T., 61 <i>Marmora Road, Honor Oak, S.E.</i>
1885	†SCARTH, LEVESON E., M.A., <i>Keverstone, Cleveland Walk, Bath.</i>

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1900	SCHIFF, ARTHUR, 652 <i>Salisbury House, London Wall, E.C.</i>
1877	SCHIFF, CHARLES, 22 <i>Lowndes Square, S.W.</i>
1896	SCHLICH, WILLIAM, Ph.D., C.I.E., <i>Coopers Hill College, Egham.</i>
1897	SCHMIDT, ROBERT F. W., Ph.D., F.R.G.S., 33 <i>Clarendon Road, Putney, S.W.</i>
1889	SCHOLEY, J. CRANEFIELD, <i>Royal Thames Yacht Club, Albemarle Street, W.</i>
1885	SCHWARTZE, C. E. R., M.A., 8 <i>Cambridge Gate, Regent's Park, N.W.;</i> <i>and Conservative Club, St. James's Street, S.W.</i>
1884	SCONCE, CAPTAIN G. COLQUHOUN, 1 <i>Wetherby Gardens, South Kensington, S.W.</i>
1885	SCOTT, ARCHIBALD E., <i>Rotherfield Park, Alton, Hants; and United University Club, Pall Mall East, S.W.</i>
1886	SCOTT, CHARLES J., <i>Hilgay, Guildford.</i>
1885	SCOTT, WALTER H., M.Inst.C.E., <i>Park Road, East Molesey.</i>
1904	SCRIVENER, F. A., <i>Commercial Banking Co. of Sydney, 18 Birch Lane, E.C.</i>
1893	SCUTTON, JAMES HERBERT, 9 <i>Gracechurch Street, E.C.</i>
1881	SELBY, PRIDEAUX, <i>Koroit, Chepstow Road, Croydon.</i>
1891	SEMPLE, JAMES C., F.R.G.S., 8 <i>Fordwich Road, West Hampstead, N.W.</i>
1887	SENIOR, EDWARD NASSAU, 147 <i>Cannon Street, E.C.</i>
1871	SEBOCOLD, G. PEARCE, 156 <i>Sloane Street, S.W.</i>
1898	SETTLE, MAJOR-GENERAL SIR HENRY H., R.E., K.C.B., D.S.O., <i>United Service Club, Pall Mall, S.W.</i>
1888	SHAND, JOHN LOUDOUN, 24 <i>Rood Lane, E.C.</i>
1902	SHARPE, WALTER, 12 <i>Tenter Street, Moorfields, E.C.; and Drumma, Oakleigh Park, N.</i>
1898	SHEER, JOHN, 13 <i>King's College Road, South Hampstead, N.W.</i>
1900	SHELDICK, JOHN S., 96 <i>Gresham House, E.C.</i>
1898	SHELFORD, FREDERIC, B.Sc., M.Inst.C.E., F.R.G.S., 35A <i>Great George Street, Westminster, S.W.</i>
1892	SHELFORD, SIR WILLIAM, K.C.M.G., M.Inst.C.E., 35A <i>Great George Street, Westminster, S.W.</i>
1885	SHERLOCK, WILLIAM H., <i>West View, Caterham, Surrey.</i>
1893	SHERWOOD, N., <i>Dunedin, 50 Streatham Hill, S.W.</i>
1874	SHIPSTER, HENRY F., <i>Conservative Club, St. James's Street, S.W.</i>
1887	†SHIRE, ROBERT W., <i>Penrith, Terrapin Road, Upper Tooting, S.W.</i>
1883	SHORT, CHARLES, <i>Office of "The Argus," 80 Fleet Street, E.C.</i>
1885	SIDNEY, CHARLES, 8 <i>Upper Phillimore Gardens, Campden Hill, W.</i>
1883	†SILVER, COLONEL HUGH A., 23 <i>Redcliffe Square, S.W.</i>
1868	†SILVER, S. W., 3 <i>York Gate, Regent's Park, N.W.</i>
1837	SIMEON, REV. PHILIP B., M.A., <i>Lathbury Rectory, Newport Pagnell.</i>
1883	†SIMPSON, SURGEON-MAJOR FRANK, <i>Naval and Military Club, Piccadilly, W.</i>
1892	†SIMPSON, T. BOUSTEAD, 59 <i>Rutland Gate, S.W.</i>
1888	†SINCLAIR, AUGUSTINE W., L.R.C.P., L.R.C.S. (Edin.), <i>Rock House, South Petherton, Somerset.</i>
1885	SINCLAIR, DAVID, 65 <i>Russell Square, W.C.; and 19 Silver Street, E.C.</i>
1899	SINCLAIR, JAMES, <i>Glebe Court, Goring, Oxon.</i>
1895	SKINNER, WILLIAM BANKS, <i>Messrs. Lilley & Skinner, Paddington Green, W.</i>
1896	SLADE, GEORGE, 18 <i>Laurence Pountney Hill, E.C.</i>
1887	†SLADE, HENRY G., F.R.G.S., <i>Royal Societies Club, St. James's Street, S.W.</i>
1894	SLADEN, ST. BARBE RUSSELL, 1 <i>Delahay Street, S.W.</i>

Year of Election	
1899	SLATTER, EDMUND M., <i>Hawkmoor, Bovey Tracey, Devon.</i>
1891	SMART, FRANCIS G., M.A., <i>Bredbury, Tunbridge Wells.</i>
1901	SMART, WILLIAM, <i>Standard Bank of South Africa, 10 Clement's Lane, E.C.</i>
1901	SMITH, ALEXANDER CURRIE, <i>Rokeby, Surbiton.</i>
1903	SMITH, BROOME P., <i>British and Foreign Bible Society, Accra, Gold Coast Colony.</i>
1888	SMITH, SIR CECIL CLEMENTI, G.C.M.G., <i>The Garden House, Wheat-hampstead, St. Albans.</i>
1889	†SMITH, D. JOHNSTONE, 142 St. Vincent Street, Glasgow.
1900	SMITH, DANIEL WARRE, <i>c/o "Hong Kong Daily Press," 131 Fleet St., E.C.</i>
1898	SMITH, EDWIN, <i>Langham Hotel, W.</i>
1872	SMITH, SIR FRANCIS VILLENEUVE, 19 Harrington Gardens, South Kensington, S.W.
1895	SMITH, LT.-COLONEL SIR GERARD, K.C.M.G., <i>Holford House, Baldock, Herts.</i>
1898	SMITH, HENRY SUTCLIFFE, <i>Kirtlands, Baildon, Yorks.</i>
1886	SMITH, JOHN, <i>Bramble Haw, Carshalton, Surrey.</i>
1880	†SMITH, JOSEPH J., <i>Constitutional Club, Northumberland Avenue, W.C.</i>
1897	SMITH, RIGHT REV. BISHOP JOHN TAYLOR, D.D., <i>Chaplain-General, War Office, Pall Mall, S.W.</i>
1896	SMITH, RICHARD TILDEN, 17 Old Broad Street, E.C.
1887	SMITH, THOMAS, 4 Queen's Walk, Ealing, W.
1884	SMITH, WALTER F., 62 Threadneedle Street, E.C.
1898	SMITH, THE HON. WM. F. D., M.P., 3 Grosvenor Place, S.W.; and <i>Greenlands, Henley-on-Thames.</i>
1887	SMITH-BEWSE, EUSTACE A., <i>Conservative Club, St. James's Street, S.W.</i>
1896	SMYTH, GENERAL SIR HENRY A., K.C.M.G., <i>The Lodge, Stone, Aylesbury.</i>
1893	SMYTH, REV. STEWART, <i>St. Mark's Vicarage, Silvertown, E.</i>
1901	SNELL, CHARLES R.
1881	†SOMERVILLE, ARTHUR FOWNES, <i>Dinder House, Wells, Somerset; and Oxford and Cambridge Club, Pall Mall, S.W.</i>
1896	SONN, GUSTAV, 428 <i>Salisbury House, London Wall, E.C.</i>
1874	SOPER, WM. GARLAND, B.A., J.P., <i>Harestone, Caterham Valley; and Devonshire Club, St. James's Street, S.W.</i>
1886	SPANIER, ADOLF, 30 <i>Maresfield Gardens, N.W.</i>
1899	†SPEAK, JOHN, <i>The Grange, Kirton, Boston.</i>
1889	SPENCE, EDWIN J., <i>Totara, 20 Lunham Road, Upper Norwood, S.E.</i>
1890	SPENCE, COLONEL JOHN, <i>Biddlesden Park, Brackley, Northants.</i>
1902	SPENSLEY, HOWARD, 1 St. James's Street, S.W.
1888	SPICER, ALBERT, 10 Lancaster Gate, W.; and <i>Brancepeth House, Woodford, Essex.</i>
1887	SPIERS, FELIX WILLIAM, 68 Lowndes Square, S.W.
1897	SPOONER, CHARLES H., 5 Bury Street, St. James's, S.W.; and 11 Poultry, E.C.
1883	†SPROSTON, HUGH, <i>Innellan, Sundridge Park, Bromley, Kent.</i>
1897	SPROSTON, MANNING K., <i>Innellan, Sundridge Park, Bromley, Kent.</i>
1885	SQUIBB, REV. GEORGE MEYLEE, M.A., <i>Clothall Rectory, Baldock, Herts.</i>
1881	SQUIRES, WILLIAM HERBERT, <i>Oaklands, Fountain Road, Upper Norwood, S.E.</i>
1893	STAMFORD, RIGHT HON. THE EARL OF, 15 St. James's Place, S.W.
1891	STANFORD, EDWARD, JUN., 12 Long Acre, W.C.

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1895	†STANFORD, WILLIAM, <i>Kemp Hall, Oxford.</i>
1886	†STANLEY, WALMSLEY, M.Inst.C.E., 85 Leigham Court Road, Streatham Hill, S.W.
1883	STAMMORE, RIGHT HON. LORD, G.C.M.G., <i>Athenæum Club, Pall Mall, S.W.; and The Red House, Ascot.</i>
1903	STARK, W. EMERY, F.R.G.S., <i>Rydal Lodge, Clapham Park, S.W.; and Constitutional Club, W.C.</i>
1878	STARKE, J. G. HAMILTON, M.A., F.S.A. (Scot.), <i>Troqueer Holm, near Dumfries, N.B.</i>
1900	†STEAD, ALFRED, <i>Cambridge House, Wimbledon, S.W.</i>
1896	STEINHAL, ANTON E., c/o Messrs. A. Goetz & Co., 20 Bishopsgate Street. E.C.; and 95 Mortimer Street, W.
1902	STEPHEN, NOEL CAMPBELL, 61 Stanhope Gardens, S.W.
1902	STEPHEN, THOMAS, 65 London Wall, E.C.
1891	STEPHENSON, THOMAS, <i>North Stainley Hall, Ripon.</i>
1896	STEVENS, CHARLES W., 16 Great St. Helens, E.C.
1903	STEWART, A. L., c/o Messrs. H. S. King & Co., 9 Pall Mall, S.W.
1882	STEWART, CHARLES W. A., 2 Marchmont Road, Richmond, S.W.
1881	STEWART, ROBERT M., <i>Stoneleigh, Rusthall, Tunbridge Wells.</i>
1874	†STIRLING, SIR CHARLES E. F., BART., <i>Glorat, Milton of Campsie, N.B.; and Junior Carlton Club, Pall Mall, S.W.</i>
1904	STOCKHAM, HORATIO W., <i>The Grove, London Road, Thornton Heath, Surrey.</i>
1899	STOKES, ALFRED PARKER, 13 Bruton Street, W.; and 13 Leadenhall Street, E.C.
1877	STONE, FREDERICK W., B.C.L., <i>Holms Hill House, Ridge, Barnet; and 10 New Square, Lincoln's Inn, W.C.</i>
1901	STONE, HERBERT, F.L.S., <i>Little Hay House, near Lichfield.</i>
1893	STONEHAM, ALLEN H. P., <i>Messrs. Monkhouse, Stoneham & Co.; 28 St. Swithin's Lane, E.C.</i>
1900	STOPFORD, JAMES T. A., <i>Pendtail Cottage, Fleet R.S.O., Hants.</i>
1875	†STRANGWAYS, HON. H. B. T., <i>Shapwick, Bridgwater, Somerset.</i>
1873	†STRATHCONA AND MOUNT ROYAL, RIGHT HON. LORD, G.C.M.G. (<i>High Commissioner for Canada</i>), 17 Victoria Street, S.W.
1898	STREET, ARTHUR, 8 Serle Street, <i>Lincoln's Inn, W.C.</i>
1880	†STREET, EDMUND, <i>Brightstone, Newport, Isle of Wight.</i>
1900	STRONGE, W. CECIL, 34 Westbourne Gardens, <i>Folkestone.</i>
1898	STROYAN, JOHN, M.P., <i>Saxon Hall, Palace Court, Bayswater, W.</i>
1888	†STUBEN, FREDERICK P. T., <i>Kya Lami, Haldon Road, Torquay.</i>
1884	STUART, JOHN, F.R.G.S., 20 Bucklersbury, E.C.
1895	†STUART, COLONEL J. A. M., C.B., C.M.G., <i>Dalvenie, Banchory, N.B.; and United Service Club, Pall Mall, S.W.</i>
1886	†STUART, WALTER, <i>Kingleyres, Broughton, Peeblesshire.</i>
1896	STURT, MAJOR-GENERAL CHARLES S., <i>Muddiford House, Barnstaple.</i>
1891	SUTTON, ARTHUR WARWICK, <i>Bucklebury Place, Woolhampton, Berks.</i>
1902	SUTTON, ERNEST P. FOQUET, <i>Henley Park, Oxon.</i>
1891	SUTTON, LEONARD, <i>Hillside, Reading.</i>
1896	SUTTON, M. H. FOQUET, <i>Broad Oak, Reading.</i>
1896	SUTTON, MARTIN J., <i>Henley Park, Oxon.</i>
1883	SWANZY, FRANCIS, 147 Cannon Street, E.C.

Year of Election.	
1889	†SYKES, GEORGE H., M.A., M.Inst.C.E., <i>Glenove, Elmbourne Road, Tooting Common, S.W.</i>
1897	†SYKES, ROBERT D., <i>The Gables, Kenilworth Road, Leamington Spa.</i>
1902	SYNER, ALBERT H., 16 Piccadilly Circus Mansions, 67A Shaftesbury Avenue, W.
1885	†TALLENTS, GEORGE WM., B.A., 49 Warwick Square, S.W.
1883	TANGYE, GEORGE, <i>Heathfield Hall, Handsworth, Birmingham; and 35 Queen Victoria Street, E.C.</i>
1883	TANGYE, SIR RICHARD, <i>Coombe Ridge, Kingston on-Thames; and 35 Queen Victoria Street, E.C.</i>
1888	TANNER, J. EDWARD, C.M.G., M.Inst.C.E., <i>Royal Thames Yacht Club, 7 Albemarle Street, W.</i>
1902	TAPÉ, ERNEST E F., <i>The Hythe, Staines.</i>
1895	TATHAM, RALPH H., 6 Bury Street, St. Mary Axe, E.C.
1888	†TAYLOR, JAMES B., <i>Sherfield Manor, Basingstoke.</i>
1885	TAYLOR, J. V. ELLIOTT, 14 Cockspur Street, S.W.; and 6 Heathfield Road, Wandsworth Common, S.W.
1881	†TAYLOR, THEODORE C., M.P., <i>Sunny Bank, Batley, Yorkshire.</i>
1831	†TAYLOR, W. P., c/o Messrs. Ansell, Mankiewicz and Tallerman, Warnford Court, E.C.
1893	TEGETMEIER, CHARLES G., 2 Sussex Gardens, Thurlow Park Road, West Dulwich, S.E.
1904	TEMPLE, LT.-COLONEL SIR RICHARD C., BART., C.I.E., <i>The Nash, Worcester.</i>
1872	†TENNANT, HON. SIR DAVID, K.C.M.G., 39 Hyde Park Gate, S.W.
1896	TERRY, JOHN H., <i>Elmcote, Barnet.</i>
1896	†TREW, HERBERT S.
1903	†THOMAS, D. C. J., <i>Littlecote, Caversham Heights, Reading.</i>
1898	THOMAS, REV. E. J. MOLLA RD, <i>Clifton, Bower Mount Road, Maidstone.</i>
1886	THOMAS, JAMES LEWIS, F.S.A., F.R.G.S., <i>Thatched House Club, St. James's; and 26 Gloucester Street, Warwick Square, S.W.</i>
1881	THOMAS, JOHN, 18 Wood Street, E.C.
1902	THOMAS, KEITH J., 86 Breakspears Road, Brockley, S.E.
1904	THOMAS, VIVIAN, 86 Breakspears Road, Brockley, S.E.
1892	*THOMPSON, SIR E. MAUNDE, K.C.B., I.S.O., LL.D., <i>British Museum, W.C.</i>
1888	THOMPSON, E. SYMES, M.D., F.R.C.P., 33 Cavendish Square, W.
1890	†THOMPSON, SYDNEY, <i>Wood Dene, Sevenoaks.</i>
1889	THOMSON, ALEXANDER, <i>Bartholomew House, E.C.</i>
1897	THOMSON, ALEXANDER, <i>Widmore House, Bromley, Kent.</i>
1872	THORNE, CORNELIUS, 4 Clifton Gardens, Maida Vale, W.
1886	THORNE, WILLIAM, <i>Messrs. Stuttaford & Co., 11 New Union Street, Moor Lane, E.C.; and Rusdon, Rondebosch, Cape Colony.</i>
1898	†THORNTON, CHARLES, 1 Mount Street, Grosvenor Square, W.
1877	THRUPE, LEONARD W., 10 Anglesea Terrace, St. Leonards-on-Sea.
1882	THWAITES, HAWTREY, 27 Bramham Gardens, S.W.
1891	TILLIE, ALEXANDER, <i>Maple House, Ballard's Lane, Finchley, N.</i>
1903	TILLOTSON, JOHN LEVER, <i>Heathfield, Bebington, Cheshire.</i>
1897	TIMSON, MAJOR SAMUEL ROWLAND, V.D., c/o Messrs. W. Cooper & Nepheus, Berkhamsted.

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1883	†TINLINE, JAMES MADDEE, <i>Cliffden, Teignmouth.</i>
1892	TIPPETTS, WILLIAM J. B., 27 <i>Trebovir Road, Earl's Court, S.W.; and 11 Maiden Lane, E.C.</i>
1902	TOLEMAN, R. J., 1 <i>Kildare Gardens, Bayswater, W.; and 22 Walbrook, E.C.</i>
1882	TOMKINSON, GEORGE ARNOLD, B.A., LL.B., 60 <i>Queen Victoria Street, E.C.</i>
1884	TORELSE, COMMANDER ARTHUR W., R.N., 7 <i>Sudley Road, Bognor.</i>
1900	TOTTENHAM, HENRY LOFTUS, 1 <i>The Poltons, S.W.</i>
1884	†TOWN, HENRY, 1031 <i>Robson Street, Vancouver, British Columbia.</i>
1897	TOWNSEND, THOMAS S., c/o 'Argus' Office, 80 <i>Fleet Street, E.C.</i>
1892	TOWNSEND, CHARLES, J.P., <i>St. Mary's, Stoke Bishop, Bristol.</i>
1887	TOZER, HON. SIR HORACE, K.C.M.G. (<i>Agent-General for Queensland</i>), 1 <i>Victoria Street, S.W.</i>
1884	†TRAVERS, JOHN AMORY, <i>Tortington, Arundel.</i>
1902	TRIGG, HENRY STIRLING, <i>Gorswen, West Hall, Upper Warlingham, Surrey.</i>
1885	TRINDER, OLIVER J., 87A <i>Leadenhall Street.</i>
1886	TRITTON, J. HERBERT, 54 <i>Lombard Street, E.C.</i>
1903	TROUPE, JAMES, <i>Hazeldean, View Mount Road, Banchory, Aberdeen.</i>
1903	TUKE, JAMES, <i>British Linen Bank, Threadneedle Street, E.C.</i>
1899	TURNER, FREDERICK WM., <i>The Grange, Paradise Road, Stoke Newington, N.; and 50 Old Broad Street, E.C.</i>
1885	TURNER, GORDON, <i>Colonial Bank, 13 Bishopsgate Street, E.C.</i>
1883	TURNER, HON. JOHN H. (<i>Agent-General for British Columbia</i>), <i>Salisbury House, Finsbury Circus, E.C.</i>
1896	TUSTIN, J. E., A4 <i>The Albany, Piccadilly, W.</i>
1886	TWYNAM, GEORGE E., M.R.C.S.E., L.R.C.P., 31 <i>Gledhow Gardens, South Kensington, S.W.</i>
1898	TYSER, HENRY ERSKINE, 16 <i>Fenchurch Avenue, E.C.</i>
1897	TYSER, WILLIAM H., 16 <i>Fenchurch Avenue, E.C.</i>
1883	†VALENTINE, HUGH SUTHERLAND, <i>Wellington, New Zealand.</i>
1895	VAN RYN, JACOBUS, <i>Broad Street House, E.C.</i>
1888	VAUGHAN, R. WYNDHAM, M.Inst.C.E., <i>Dunmore, St. Catherine's Road, Southbourne, Christchurch, Hants.</i>
1896	VAUX, WILLIAM E., <i>Tondū, Bridgend.</i>
1881	†VERNDAM, J. L., M.D., 73 <i>Canfield Gardens, Hampstead, N.W.</i>
1888	VEITCH, JAMES A., <i>Hambleton House, Selby.</i>
1902	VERDON, ALTHUR, A. M.Inst.C.E., <i>Belgrave Mansions, Grosvenor Gardens, S.W.; and Conservative Club, St. James's Street, S.W.</i>
1895	VERNON, HON. FORBES G., <i>Union Club, Trafalgar Square, S.W.</i>
1884	†VINCENT, SIR C. E. HOWARD, K.C.M.G., C.B., M.P., 1 <i>Grosvenor Square, W.</i>
1894	VINCENT, SIR EDGAR, K.C.M.G., M.P., 3 <i>Buckingham Gate, S.W.; and Esher Place, Surrey.</i>
1901	VINCENT, WILLIAM, <i>Kimberley Waterworks Company, 20 Laurence Pountney Lane, E.C.</i>
1880	VOSS, HERMANN, <i>Anglo-Continental Guano Works, 15 Leadenhall Street, E.C.</i>
1886	VOSS, HOULTON H., <i>Oriental Club, Hanover Square, W.</i>

Year of Election.	
1884	WADDINGTON, JOHN, <i>Ely Grange, Frant, Tunbridge Wells.</i>
1897	WADHAM, WM. JOSEPH, <i>Fairbourne, Dolgelly.</i>
1887	WAGHORN, JAMES, 11 <i>Arkwright Road, Hampstead, N.W.</i>
1894	WALES, H.R.H. THE PRINCE OF, K.G., G.C.M.G., <i>Marlborough House, S.W.</i>
1897	WALKER, EDMUND, 65 <i>De Parys Avenue, Bedford.</i>
1878	WALKER, SIR EDWARD NOEL, K.C.M.G., 52 <i>Warwick Road, Earl's Court, S.W.</i>
1897	†WALKER, FRANK, 36 <i>Basinghall Street, E.C.</i>
1895	†WALKER, HENRY DE ROSENBACH, 95 <i>Gloucester Place, Portman Square, W.</i>
1885	†WALKER, ROBERT J., F.R.G.S., F.R.Hist.S., <i>Ormidale, Knighton Park Road, Leicester.</i>
1887	WALKER, RUSSELL D., <i>North Villa, Park Road, Regent's Park, N.W.</i>
1902	WALKER, WILLIAM JAMES, 17 <i>Chesterford Gardens, Hampstead, N.W.</i>
1901	WALKER, WILLIAM S., <i>Couchill Tower, Holywood, Dumfries, N.B.</i>
1902	WALL, EDGAR G., 29 <i>Palliser Road, West Kensington, W.</i>
1903	WALLACE, GEORGE W., <i>Commercial Bank of Australia, 1 Bishopsgate Street, E.C.</i>
1894	WALLACE, LAWRENCE A., A.M.Inst.C.E., 18 <i>Burnt Ash Hill, Lee, S.E.</i>
1900	WALLACE, PROFESSOR ROBERT, F.L.S., F.R.S.E., <i>The University, Edinburgh.</i>
1889	WALLACE, T. S. DOWNING, <i>Heronfield, Potters Bar.</i>
1900	WALLIS, A. E., <i>Bank of Victoria, 10 King William Street, E.C.</i>
1882	WALLIS, H. BOYD, <i>Graylands, near Horsham.</i>
1891	WALPOLE, SIR CHARLES G., M.A., <i>Broadford, Chobham, Woking.</i>
1901	WALTON, JOSEPH, M.P., <i>Reform Club, Pall Mall, S.W.; and Glenside, Saltburn-by-the-Sea.</i>
1896	WARBURTON, SAMUEL, 152 <i>Bedford Hill, Balham, S.W.</i>
1889	WARING, FRANCIS J., C.M.G., M.Inst.C.E., <i>Uva Lodge, 49 Mount Avenue, Ealing, W.</i>
1880	WARREN, GENERAL SIR CHARLES, R.E., G.C.M.G., K.C.B., 10 <i>Wellington Crescent, Ramsgate.</i>
1900	WASON, JOHN CATHCART, M.P., 6 <i>Evelyn Mansions, Carlisle Place, S.W.; and Reform Club, Pall Mall, S.W.</i>
1885	†WATERHOUSE, LEONARD, 9 <i>Sussex Square, Hyde Park, W.</i>
1895	WATERHOUSE, P. LESLIE, M.A., A.R.I.B.A., 1 <i>Verulam Buildings, Gray's Inn, W.C.</i>
1894	WATKINS, CHARLES S. C., <i>Ivy Bank, Mayfield, Sussex.</i>
1896	†WATSON, COLONEL CHARLES M., R.E., C.B., C.M.G., 43 <i>Thurlow Square, S.W.</i>
1901	WATSON, JOHN A. S., <i>Ellangowan, Caterham Valley, Surrey.</i>
1884	WATSON, WILLIAM COLLING, 10 <i>Lyndhurst Road, Hampstead, N.W.; and 15 Leadenhall Street, E.C.</i>
1887	†WATT, HUGH, 20 <i>Albert Gate, S.W.</i>
1901	WAY, HERBERT L., <i>Spencer Grange, Yeldham, Halstead, Essex.</i>
1891	WEATHERLEY, CHARLES H., <i>Messrs. Cooper Bros. & Co., 14 George Street, Mansion House, E.C.</i>
1880	WEBB, HENRY B., <i>Holmdale, Dorking, Surrey.</i>
1882	WEBB, THE RT. REV. BISHOP ALLEN B., D.D., <i>The Deanery, Salisbury.</i>
1896	WEDDEL, PATRICK G., 16 <i>St. Helen's Place, E.C.</i>

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1892	WEDDE, WILLIAM, 16 St. Helen's Place, E.C.
1893	†WELSTEAD, LEONARD, Oakhyrst, Caterham, Surrey.
1869	WEMYSS AND MARCH, RIGHT HON. THE EARL OF, 23 St. James's Place, S.W.
1892	WEST, REV. HENRY M., M.A., Sacombe Rectory, Ware.
1878	†WESTBY, EDMUND W., Oxford & Cambridge Club, Pall Mall, S.W.
1875	WESTBURN, CHARLES R., Broadway Chambers, Westminster, S.W.
1897	†WESTRAY, JAMES B., 138 Leadenhall Street, E.C.
1877	WETHERELL, WILLIAM S., 50 Kidderminster Road, Croydon.
1880	WHARTON, HENRY, 19 Beaufort Gardens, S.W.
1888	WHEELER, ARTHUR H., Ashenground, Hayward's Heath; and Temple Chambers, E.C.
1881	WHITE, LEEDHAM, 16 Wetherby Gardens, S.W.
1902	WHITE, MAJOR THE HON. ROBERT, 16 Stratton Street, W.
1885	†WHITE, REV. W. MOORE, LL.D., St. James's Vicarage, Bournemouth.
1897	WHITTLE, JAMES LOWRY, 2 Brick Court, Temple, E.C.
1891	†WHITTY, HENRY TALTON, Dewhurst Lodge, Wadhurst, Sussex.
1882	WHYTE, ROBERT, 6 Milk Street Buildings, E.C.
1902	†WHYTOCK, WILLIAM, Messrs. Fowle & Boden, 15 Coleman Street, E.C.
1893	WICKHAM, REGINALD W., Ebley Court, Stroud, Glos.
1899	WICKING, HARRY, c/o W. P. Drew, Esq., 3 Crosby Square, E.C.
1896	†WILKINS, THOMAS, 19 Lyndhurst Road, Peckham, S.E.; and 21 Great St. Helen's, E.C.
1889	WILKINSON, RICHARD G., Bank of Adelaide, 11 Leadenhall Street, E.C.
1885	WILLANS, WM. HENRY, 23 Holland Park, W.; and High Cliffe, Seaton, Devon.
1896	WILLATS, HENRY R., 19 New Street, Birmingham.
1883	WILCOCKS, GEORGE WALLER, M.Inst.C.E., Redthorn, Rodway Road, Roehampton, S.W.
1895	WILLIAMS, HIS HONOUR MR. JUSTICE CONDÉ (of Mauritius), 4 Park Crescent, Worthing.
1904	WILLIAMS, G. MAWDSEY, 22 Buckingham Palace Mansions, S.W.
1884	WILLIAMS, SIR HARTLEY, Queen Anne's Mansions, S.W.
1895	WILLIAMS, COLONEL ROBERT, M.P., 53 Eccleston Square, S.W.; and Bridgehead, Dorchester.
1896	WILLIAMS, REV. WATKIN W., Savile Club, 107 Piccadilly, W.
1889	†WILLIAMSON, ANDREW, 27 Cornhill, E.C.
1887	†WILLIAMSON, JOHN P. G., Rothesay House, Richmond, S.W.
1903	WILLIS, ARTHUR C., Union Bank of Australia, 71 Cornhill, E.C.
1874	WILLS, GEORGE, 3 Chapel Street, Whitecross Street, E.C.
1886	WILLS, JOHN TAYLER, B.A., 23 Savile Row, W.; and 2 King's Bench Walk, Temple, E.C.
1891	WILSON, REV. BERNARD R., M.A., The Vicarage, Portsea, Portsmouth.
1899	†WILSON, D. LANDALE, 59 Mark Lane, E.C.
1901	WILSON, JAMES H. CHARNOCK, King's Leigh, Wembley, N.W.
1886	†WILSON, JOHN, 86 Westmoreland Road, Bromley, Kent.
1881	†WINCHILSEA, RT. HON. THE EARL OF, Harlech, Merioneth.
1902	WING, WILLIAM, 7 North Church Street, Sheffield.
1900	WINGFIELD, SIR EDWARD, K.C.B., 40 Albion Street, Hyde Park, W.
1895	WOLF, WALTER HENRY, c/o Messrs. Jenkins & Phillips, 14 Mincing Lane, E.C.

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1868	†WOLFF, RIGHT HON. SIR HENRY DRUMMOND, G.C.B., G.C.M.G., 28 <i>Cadogan Place, S.W.; and Carlton Club, Pall Mall, S.W.</i>
1891	WOOD, ALFRED, <i>The Tyrol, Church Road, Upper Norwood, S.E.</i>
1894	WOOD, GEORGE, <i>The Oaks, Cambridge Road, Teddington.</i>
1902	WOOD, JAMES LEIGH, C.M.G., 225 <i>Ashley Gardens, Westminster, S.W.</i>
1901	WOOD, JAMES SCOTT, <i>Battledown, 2 Mount Park Crescent, Ealing, W.; and Messrs. M. B. Foster & Sons, Ltd., 242 Marylebone Road, N.W.</i>
1899	†WOOD, PETER F., <i>Camden Lodge, Lubbock Road, Chislehurst.</i>
1900	WOOD, THOMAS, 49 <i>Argyle Road, Ealing, W.</i>
1894	WOOD, THOMAS LETT, 41 <i>Cathcart Road, South Kensington, S.W.; United University Club, Pall Mall East, S.W.</i>
1890	WOODALL, CORBET, C.E., 95 <i>Palace Chambers, Westminster, S.W.</i>
1899	WOODHOUSE, ROWLAND B., 30 <i>Mincing Lane, E.C.</i>
1882	†WOODS, ARTHUR, 18 <i>Kensington Garden Terrace, W.</i>
1884	†WOOLLAN, BENJAMIN M., <i>Sherwood Park, Tunbridge Wells.</i>
1890	†WOOLLAN, FRANK M., <i>Ulundi, 11 Langland Gardens, Finchley Road, N.W.</i>
1903	†WREN, CHARLES H., 54 <i>Onslow Gardens, Highgate, N.</i>
1903	WRIGHT, ARTHUR G., c/o <i>Messrs. J. Buttery & Co., 7 Mirk Lane, E.C.</i>
1897	WRIGHT, LEE, B.A., 25 <i>Leadenhall Buildings, E.C.</i>
1883	WYLLIE, HARVEY, <i>Balgounie, Blyth Road, Bromley, Kent.</i>
1896	WYNDHAM, RT. HON. GEORGE, M.P., 35 <i>Park Lane, W.</i>
1897	†WYNTER, ANDREW ELLIS, M.D., M.R.C.S., 43 <i>Oakfield Road, Clifton, Bristol.</i>
1892	YERBURGH, ROBERT A., M.P., 25 <i>Kensington Gore, S.W.</i>
1869	†YOUNG, SIR FREDERICK, K.C.M.G., 5 <i>Queensberry Place, South Kensington, S.W.</i>
1899	YOUNG, GERALD B., <i>Australian and New Zealand Mortgage Co., 22 Basinghall Street, E.C.</i>
1897	YOUNG, JASPER, 74 <i>Gloucester Road, South Kensington, S.W.</i>
1888	YOUNG, COLONEL J. S., 13 <i>Gloucester Street, S.W.</i>
1890	YUILL, ANDREW B., 53 <i>Nevern Square, Earl's Court, S.W.; and Bellevue, Bridge of Allan, N.B.</i>

NON-RESIDENT FELLOWS.

Year of Election.	
1889	ABBOTT, DAVID, 470 Chancery Lane, Melbourne, Victoria.
1884	†ABBOTT, PHILIP WILLIAM, Kingston, Jamaica.
1895	†ABBEY, HENBY, Ideal Farm, Sydenham, Natal.
1901	ABBIT, W., B.A., Berea Academy, Musgrave Road, Durban, Natal.
1883	†ABURROW, CHARLES, F.R.G.S., P.O. Box 534, Johannesburg, Transvaal.
1899	ACHESON-GRAY, ARTHUR, Waiwiri, Ashurst, Wellington, New Zealand.
1891	†ACLAND, HENRY DYKE, 145 Phillip Street, Sydney, New South Wales.
1883	ACTON-ADAMS, WILLIAM, J.P., Tipapa, Canterbury, New Zealand.
1897	ACUTT, COTTON, Connington, Mooi River, Natal.
1893	ACUTT, LEONARD, Aberfoyle, Tongaat, Natal.
1901	ADAMS, ARTHUR R., Goodwood, Penang, Straits Settlements.
1901	ADAMS, EDWARD C., M.R.C.S., L.R.C.P., Assistant Colonial Surgeon, Old Calabar, Southern Nigeria.
1894	ADAMS, PERCY, Barrister-at-Law, Nelson, New Zealand.
1896	†ADLAM, JOSEPH C., Heath's Hotel, Johannesburg, Transvaal.
1897	†ADLER, HENRY, P. O. Box 1059, Johannesburg, Transvaal.
1886	ADLER, ISIDOR H., Travemünde, Lubeck, Germany.
1893	AGAR, WALTER J., Lawrence Estate, Norwood, Ceylon.
1895	†AGBEBI, REV. MOJOLA, M.A., Ph.D., L'gos, West Africa.
1897	†AINSWORTH, H. S., Belvedere, Geraldton, Western Australia.
1903	AITCHISON, PETER LUGTON.
1890	AITKEN, JAMES, care of Messrs. Dalgety & Co., Melbourne, Victoria.
1876	AKERMAN, SIR JOHN W., K.C.M.G.
1888	ALBRECHT, HENRY B., Brynabella, Willow Grange Station, Natal.
1897	ALCOCK, RANDAL J., 460 Collins Street, Melbourne, Victoria.
1902	ALDOUS, REV. PERCIVAL M., M.A., Broughton Club, Sydney, New South Wales.
1896	†ALEXANDER, ABRAHAM D., P. O. Box 76, Johannesburg, Transvaal.
1902	ALEXANDER, CAPTAIN SCOTT, New Club, Johannesburg, Transvaal.
1902	ALEXANDER, J. M., c/o Messrs. Millers, Ltd., Axim, Gold Coast Colony.
1881	ALISON, JAMES, Union Club, Sydney, New South Wales.
1897	†ALLAN, SIR HUGH MONTAGUE, Ravenscraig, Montreal, Canada.
1901	ALLARD, J. H., Sepau, Kuala Lipis, Pahang, Federated Malay States.
1901	ALLARDYCE, H.E. W. L., C.M.G., Government House, Stanley, Falkland Islands.
1899	ALLDRIDGE, T. E. LESLIE, Customs Dept., Accra, Gold Coast Colony.
1883	ALLDRIDGE, T. J., F.R.G.S., F.Z.S., District Commissioner, Sherbro, West Africa (Corresponding Secretary).
1903	ALLEN, H. DOUGLAS, Francistown, Tati Concessions, Bechuanaland Protectorate.
1883	†ALLEN, JAMES, M.H.R., Dunedin, New Zealand (Corresponding Secretary).
1882	ALLEN, THAINE, Kimberley, Cape Colony.
1903	ALLEN T. F., c/o The Standard Bank, Cape Town, Cape Colony.

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1880 †**ALLPORT, WALTER H., C.E.**, *The Repp, Newmarket P.O., Jamaica.*
 1900 **ALLT, ALLEN B.**, *Customs Dept., Georgetown, British Guiana.*
 1892 **ALLWOOD, JAMES, C.M.G.**, *Collector-General, Kingston, Jamaica.*
 1892 **ALSOB, DAVID G. E.**, *Messrs. Bligh & Harbottle, 504 Little Collins Street, Melbourne, Victoria.*
 1888 **AMPHLETT, GEORGE T.**, *Standard Bank, Cape Town, Cape Colony.*
 1892 **ANDERSON, C. WILGRESS, J.P.**, *Department of Lands and Mines, Georgetown, British Guiana.*
 1902 **ANDERSON, DANIEL ELIE, M.D.**, *121 Avenue des Champs Elysées, Paris.*
 1873 †**ANDERSON, DICKSON**, *223 Commissioner Street, Montreal, Canada.*
 1900 **ANDERSON, GEORGE C.**, *13 Praya Central, Hong Kong.*
 1904 **ANDERSON, H.E. SIR JOHN, K.C.M.G.**, *Government House, Singapore.*
 1894 **ANDERSON, JAMES, J.P.**, *Bandarapola, Matale, Ceylon.*
 1881 †**ANDERSON, REV. JAMES F., B.A., B.Sc., B.D.**, *St. John's, Port Louis, Mauritius.*
 1901 **ANDERSON, MURDOCH**, *National Bank, Bloemfontein, Orange River Colony.*
 1902 †**ANDERSON, THOMAS J., M.L.A.**, *Cape Town, Cape Colony.*
 1889 **ANDERSON, WILLIAM TRAIL**, *Kimberley, Cape Colony.*
 1889 †**ANDREW, DUNCAN C.**, *c/o Union Castle S.S. Co., Cape Town, Cape Colony.*
 1898 **ANDREWS, M. STEWART**, *Director of Telegraphs, Accra, Gold Coast Colony.*
 1891 †**ANDREWS, THOMAS**, *Rand Club, Johannesburg, Transvaal.*
 1900 †**ANGUS, GEORGE**, *Victoria Club, Maritzburg, Natal.*
 1893 †**ANGUS, JAMES**, *32 Elizabeth Street, Sydney, New South Wales.*
 1885 †**ANNAND, GEORGE, M.D.**, *100 William Street, Melbourne, Victoria.*
 1902 **ANSON, EDWARD R.**, *Stipendiary Magistrate, Georgetown, British Guiana.*
 1902 **ANSON, HON. FRANK C. M.**, *Treasurer, Lagos, West Africa.*
 1891 **ANTHONISZ, JAMES O.**, *1st Magistrate, Singapore.*
 1899 **ARBOUIN, C.**
 1896 **ARCHER, HON. F. BISSET**, *Treasurer, Bathurst, Gambia.*
 1902 **ARCHER, WILLIAM H. D.**, *Bickenden, Longford, Tasmania.*
 1899 **ARCHIBALD, HON. JOHN, M.L.C.**, *Warwick, Queensland.*
 1899 **ARCHIBALD, WILLIAM**, *Roxborough, Tobago, West Indies.*
 1900 **ARDERNE, HENRY MATHEW, P.O.**, *Box 536, Cape Town, Cape Colony.*
 1900 **ARDERNE, HENRY RALPH, P.O.**, *Box 536, Cape Town, Cape Colony.*
 1880 **ARMBRISTEE, HON. WM. E., M.E.C.**, *Nassau, Bahamas.*
 1901 **ARMBRISTER, PERCY W. D.**, *Resident Justice, Inagua, Bahamas.*
 1901 **ARMSTRONG W. HARVEY, J.P.**, *Warrigal Club, Sydney, New South Wales.*
 1898 **ARMSTRONG, CHARLES N.**, *281 Peel Street, Montreal, Canada.*
 1889 †**ARMSTRONG, GEORGE S., M.L.A.**, *Inanda, Victoria County, Natal.*
 1887 **ARMYTAGE, BERTRAND**, *472 Little Collins Street, Melbourne, Victoria.*
 1881 **ARMYTAGE, F. W.**, *472 Little Collins Street, Melbourne, Victoria.*
 1890 **ARNELL, C. C.**, *524 Lonsdale Street, Melbourne, Victoria.*
 1899 **ARENOTT, G. W. CAMPBELL**, *186 King Street East, Toronto, Canada.*
 1896 **ARTHUR, ALEXANDER C.**, *Gisborne, New Zealand.*
 1877 **ARUNDEL, JOHN THOMAS**, *South Sea Islands.*
 1896 **ASHE, EVELYN O., M.D.**, *Kimberley, Cape Colony.*
 1902 **ASPINALL, WALTER F.**, *Coleman House, Cape Coast, Gold Coast Colony.*

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1883	ASTLES, HARVEY EUSTACE, M.D., 445 St. George's Terrace, Perth, Western Australia.
1896	ASTROP, JOHN H., P.O. Box 430, Cape Town, Cape Colony.
1880	†ATHERSTONE, GUYBON D., M.Inst.C.E., Government Railways, Grahamstown, Cape Colony.
1900	†ATHRETON, THOMAS W. T., Ashanti Consols, Ltd., Ashanti, Gold Coast Colony.
1885	†ATKINSON, A. R., 14 Brandon Street, Wellington, New Zealand.
1887	ATKINSON, HON. J. MITFORD, M.E.C., M.B., Government Civil Hospital, Hong Kong.
1889	†ATKINSON, R. HOPE (J.P. of N. S. Wales), 332 South Fourth Avenue, Mount Vernon, New York.
1901	ATLEE, PERCY STEPHENSON, c/o Ivory Coast Goldfields, Limited, Grand Bassam, Ivory Coast.
1902	†ATTRIDGE, HENRY, Cape Town, Cape Colony.
1904	ATTWELL, CHARLES G., Portswood, Green Point, Cape Town, Cape Colony.
1893	†AURET, JOHN GEORGE, Advocate, Rand Club, Johannesburg, Transvaal.
1897	AUSTEN, JOHN, Guelo, Rhodesia.
1901	AUSTIN, HENRY BOASE, J.P., Bloemfontein, Orange River Colony.
1903	AUSTIN, KENNETH, P.O. Box 2154, Johannesburg, Transvaal.
1896	AWDEY, JAMES A., P.O. Box 3428, Johannesburg, Transvaal.
1892	AYERS, FRANK RICHMAN, Barrister-at-Law, Adelaide, South Australia.
1900	BADOCK, PERCY T., 10 Timber Street, Maritzburg, Natal.
1883	BADNALL, HERBERT OWEN, J.P., Resident Magistrate, Cape Town, Cape Colony.
1884	†BAGOT, GEORGE, Plantation Annandale, British Guiana.
1891	†BAGOT, JOHN, Adelaide Club, South Australia.
1889	†BAILEY, ABE, M.L.A., P.O. Box 50, Johannesburg, Transvaal.
1902	†BAILEY, AMOS, M.L.A., Woodstock, Cape Town, Cape Colony.
1897	BAILEY, EDWARD T., M.Inst.M.E., Fort-de-Kock, Sumatra.
1901	BAILEY, WILLIAM J. GEORGE, Abosso G. M. Co., via Tarkwa, Gold Coast Colony.
1884	BAINBRIDGE, CAPTAIN WILLIAM.
1887	†BAIRD, A. REID, Stock Exchange Club, Melbourne, Victoria.
1896	BAIRD, ROBERT TWEED, Kalgoorlie, Western Australia; and Brisbane, Queensland.
1900	BAKER, ALFRED, Messrs. Mansfield & Co., Singapore.
1898	†BAKER, WILLIAM G., Musgrave Road, Durban, Natal.
1882	BAKEWELL, JOHN W., Mount Loft, Crafers, South Australia.
1900	BAKEWELL, LEONARD W., Fitzroy Terrace, Fitzroy, Adelaide, South Australia.
1903	BALE, HIS HONOUR CHIEF JUSTICE SIR HENRY, K.C.M.G., Ingleside, Maritzburg, Natal.
1884	†BALFOUR, HON. JAMES, M.L.C., Tyalla, Toorak, Melbourne, Australia.
1881	BALL, COMMANDER EDWIN, R.N.R.
1903	BALL, THOMAS A., Darvel Bay, British North Borneo.
1884	†BALLARD, CAPTAIN HENRY, C.M.G., Durban, Natal.
1887	†BALME, ARTHUR, Walbundrie, near Albury, New South Wales.

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1893	BAM, CAPTAIN PETEUS C. VAN B., M.L.A., <i>City Club, Cape Town, Cape Colony.</i>
1895	BANDARANAIKE, MAHA MUDALIYAR S. DIAS, C.M.G., <i>Horogolla, Veyangoda, Ceylon.</i>
1887	BANKART, FREDERICK J., <i>Georgetown, British Guiana.</i>
1891	†BANKIER, FRANK M., <i>Laverton P.O., Western Australia.</i>
1898	BANNER, HARWOOD A., <i>Manchester Fire Assurance Co., 82 Pitt Street, Sydney, New South Wales.</i>
1889	BAPTISTE, GEORGE A., <i>Stipendiary Magistrate, Curepipe, Mauritius.</i>
1901	†BARBER, GEORGE H., <i>c/o R. J. Endean, Esq., Claude's Bungalow, Cape Coast, Gold Coast Colony.</i>
1891	BARBER, HILTON, J.P., <i>Hales Owen, Cradock, Cape Colony.</i>
1900	BARBER, WALTER M., <i>92 Langley Avenue, Toronto, Canada.</i>
1903	BARBOUR-JAMES, JOHN A., <i>Postmaster, Cape Coast, Gold Coast Colony.</i>
1884	BARCLAY, CHARLES J., <i>Commercial Bank, Hobart, Tasmania.</i>
1892	BARFF, H. E., <i>Registrar, Sydney University, New South Wales.</i>
1904	BARKER, FRANCIS, HENRY, <i>Orari, South Canterbury; and Christchurch Club, New Zealand.</i>
1903	BARKER, GEORGE L., M.R.C.S.E., L.R.C.P., <i>Cape Coast, Gold Coast Colony.</i>
1899	BARKER, HENRY E., <i>Accra, Gold Coast Colony (Corresponding Secretary).</i>
1895	†BARKLIE, T. W. S., <i>Inspector of Villages Office, Georgetown, British Guiana.</i>
1902	BARLOW, ALFRED, <i>Bloemfontein, Orange River Colony.</i>
1886	BARNARD, HON. SAMUEL, M.L.C., J.P., <i>St. Lucia, West Indies.</i>
1895	†BARNES, DOUGLAS D., <i>Belize, British Honduras.</i>
1887	BARNES, J. F. EVELYN, C.M.G., C.E., <i>Colonial Engineer and Surveyor-General, Maritzburg, Natal.</i>
1890	†BARNES, ROBERT S. W., A.M.Inst.C.E., <i>Durban Club, Natal.</i>
1883	†BARNETT, CAPT. E. ALGERNON.
1900	BARNETT, FREDERICK J., <i>Suva, Fiji.</i>
1900	BARR, ALBERT JAMES, <i>36 King Street East, Toronto, Canada.</i>
1898	BARRAUT, EDWARD H., <i>District Officer, Sandakan, British North Borneo.</i>
1891	†BARRETT, CHARLES HUGH, P.O. Box 66, <i>Pretoria, Transvaal.</i>
1884	†BARR-SMITH, ROBERT, <i>Torrens Park, Adelaide, South Australia.</i>
1883	BARR-SMITH, THOMAS E., <i>Birksgate, Glen Osmond, Adelaide, South Australia.</i>
1895	†BARRY, ARTHUR J., <i>Pretoria Club, Transvaal.</i>
1875	BARET, SIR JACOB D., <i>Rustenburg, Stellenbosch, Cape Colony.</i>
1902	BARTHORP, JOHN GRANVILLE, <i>Silverhook, Rangitikei, New Zealand.</i>
1901	BARTON, F. C. M., <i>Audit Dept., Pretoria, Transvaal.</i>
1880	BARTON, WILLIAM, <i>Barrister-at-Law Threntham, Wellington, New Zealand.</i>
1892	BATCHLOE, FERDINAND C., M.D., <i>care of Bank of New Zealand, North Dunedin, New Zealand.</i>
1901	BATEMAN, JOHN WESLEY, <i>Messrs. J. & W. Bateman, Fremantle, Western Australia.</i>
1902	†BATEMAN, PERCY H., <i>Leeuw River, Ladybrand, Orange River Colony.</i>
1902	BATEMAN, WALTER SLADE, <i>Prisons Department, Pretoria, Transvaal.</i>
1896	BATES, G. DUDLEY, <i>Salisbury, Rhodesia.</i>
1897	BATES, RICHARD W.
1882	†BATTLEY, FREDERICK, J.P., <i>Auckland, New Zealand.</i>
1895	BATTY, JAMES A., P.O. Box 208, <i>Pretoria, Transvaal.</i>
1887	BAYLEY, COLONEL ARDEN L., <i>West India Regiment, Jamaica.</i>

Year of Election.	
1885	†BAYNES, HON. JOSEPH, C.M.G., M.L.A., J.P., <i>Nels Rest, Upper Umlass, Natal.</i>
1893	BAYNES, WILLIAM, <i>Settle, Maritzburg, Natal.</i>
1898	†BEALEY, RICHARD NOWELL, <i>Haldon, Hororata, Canterbury, New Zealand.</i>
1891	BEANLANDS, REV. CANON ARTHUR, M.A., <i>Christ Church Rectory, Victoria, British Columbia.</i>
1880	BEARD, CHARLES HALMAN, <i>Nonsuch, Highgate, St. Mary's, Jamaica.</i>
1893	BEAUFORT, HIS HONOUR CHIEF JUSTICE LEICESTER P., M.A., B.C.L. <i>Fort Jameson, North-Eastern Rhodesia.</i>
1901	BEAUMONT, HON. MR. JUSTICE WILLIAM HENRY, 6 <i>Burger Street, Maritzburg, Natal.</i>
1889	†BECK, CHARLES PROCTOR, <i>Sunny Side, Bloemfontein, Orange River Colony (Corresponding Secretary).</i>
1886	†BECKETT, THOMAS W.M., <i>Church Street East, Pretoria, Transvaal.</i>
1889	†BEDDY, WILLIAM HENRY, <i>Fauresmith, Orange River Colony.</i>
1877	BEETHAM, WILLIAM H., <i>Weirarapa, Wellington, New Zealand.</i>
1898	†BEIT, WILLIAM, <i>Ascot, Toowoomba, Queensland.</i>
1900	BELILIOS, RAPHAEL E., <i>Barrister-at-Law, Hong Kong.</i>
1902	BELISARIO, GUY A. F., <i>Australian Club, Sydney, New South Wales.</i>
1897	BELL, ALEXANDER, <i>Makino, Feilding, Wellington, New Zealand.</i>
1893	BELL, ANTHONY, <i>Villa Claudia, Territet, Switzerland.</i>
1896	BELL, FRED, P.O. Box 112, <i>Durban, Natal.</i>
1903	BELL, HON. ARCHIBALD G., M.C.P., M.Inst.C.E., <i>Colonial Civil Engineer, Georgetown, British Guiana.</i>
1896	BELL, F. H. DILLON, <i>Barrister-at-Law, Wellington, New Zealand.</i>
1898	BELL, G. GERALD, <i>Public Works Department, Lagos, West Africa.</i>
1902	BELL, HIS HONOUR H. HESKETH, C.M.G., <i>Government House, Dominica.</i>
1902	†BELL, JAMES EVELYN, 406 <i>California Street, San Francisco.</i>
1886	BELL, JOHN W., C.M.G., <i>Master of the Supreme Court, Pretoria, Transvaal.</i>
1889	BELL, HON. VALENTINE G., C.M.G., M.L.C., M.Inst.C.E., <i>Director of Public Works, Kingston, Jamaica.</i>
1895	†BELL, WM. H. SOMERSET, P.O. Box 578, <i>Johannesburg, Transvaal.</i>
1893	BENINGFIELD, JAMES J., <i>Durban, Natal.</i>
1901	BENINGFIELD, LT.-COL. R. W., 20 <i>St. Andrew's Street, Durban, Natal.</i>
1894	BENNETT, ALFRED C., M.D., <i>District Surgeon, Griqua Town, Cape Colony.</i>
1888	†BENNETT, CHRIS, <i>Rockmore, Sutton Forest, New South Wales.</i>
1885	BENNETT, COURtenay WALTER, C.I.E., H.B.M. <i>Consul-General, San Francisco.</i>
1903	BENNETT, RICHARD C., P.O. Box 967, <i>Johannesburg, Transvaal.</i>
1903	BENNETT, THOMAS, M.Inst.C.E., <i>Kilham House, Muizenberg, Cape Colony.</i>
1902	BENNETT, THOMAS RANDLE, <i>City Magistrate, Maritzburg, Natal.</i>
1897	BENNETT, HON. WILLIAM HAET, <i>Colonial Secretary, Stanley, Falkland Islands (Corresponding Secretary).</i>
1896	†BENNIE, ANDREW, <i>Market Square, Kimberley, Cape Colony.</i>
1901	†BENSUSAN, EDGAR V., M.A.I.M.E., <i>Sekondi, Gold Coast Colony.</i>
1875	BENSUSAN, RALPH, <i>Cape Town, Cape Colony.</i>
1902	BENTLEY, EDMUND T., <i>Durban Club, Natal.</i>
1902	BEOR, WILLIAM MICHAEL, <i>Hurriemith, Orange River Colony.</i>
1901	BERKELEY, HENRY S., <i>Barrister-at-Law, Suva, Fiji.</i>
1903	BERKLEY, HUMPHREY, <i>Barrister-at-Law, Suva, Fiji.</i>

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1900 BERNING, FREDERICK S., *Attorney at-Law, Kokstad, Cape Colony.*
 1900 †BERRINGTON, EVELYN D., *Ayrshire Gold Mine, Lomagunda, Rhodesia.*
 1903 BERT, ALBERT J., *P.O. Box 969 Cape Town, Cape Colony.*
 1897 BERTRAM, BEN, M.D., *Rand Club, Johannesburg, Transvaal.*
 1901 †BERTRAM, CHARLES FULLER, *Clapton Farm, Thomas River Station, Cape Colony.*
 1893 BERTRAM, ROBERTSON F., *High Constantia, Wynberg, Cape Colony.*
 1900 BEST, W. H. G. H., L.R.C.S.I., L.R.C.P.I., *Government Medical Officer, Lagos, West Africa.*
 1901 BESWICK, J. H., *New Kleinfontein Co., Benoni, Transvaal.*
 1887 †BETHUNE, GEORGE M., *Enmore, East Coast, British Guiana.*
 1888 †BETTKHEIM, HENRI, *Rand Club, Johannesburg, Transvaal.*
 1891 †BETTINGTON, J. BRINDLEY, *Brindley Park, Merriwa, New South Wales.*
 1897 BEYERS, F. W., *P. O. Box 174, Johannesburg, Transvaal.*
 1895 BIANCARDI, LIBUT.-COLONEL N. GRECH, M.V.O., A.D.C., *The Palace, Malta.*
 1884 BICKFORD, WILLIAM, *4 Currie Street, Adelaide, South Australia.*
 1901 BIDDLES, FRANK, *Fremantle, Western Australia.*
 1881 †BIDEN, A. G., *Port Elizabeth, Cape Colony.*
 1889 †BIDEN, WILLIAM, *Port Elizabeth, Cape Colony.*
 1884 BIDWELL, JOHN O., J.P., *Pihauata, Wairarapa, Wellington, New Zealand.*
 1900 BIGGE, PHILIP MATTHEW, *Mount Brisbane, Esk, Queensland.*
 1900 BINNIE, THOMAS I., C.E., *Zomba, British Central Africa.*
 1877 BIRCH, A. S., *Fitzherbert Terrace, Wellington, New Zealand.*
 1883 BIRCH, HON. JAMES KORTRIGHT, *Resident Councillor, Malacca, Straits Settlements.*
 1893 BIRCH, WILLIAM C. CACCIA, *Erewhon, Napier, New Zealand.*
 1873 BIRCH, W. J., *Erewhon, Napier, New Zealand.*
 1887 †BIRCH, WILLIAM WALTER, *Georgetown, British Guiana.*
 1891 BLACK, ERNEST, M.D., *Weld Club, Perth, Western Australia.*
 1900 BLACK, J. H., *Government Railway, Lagos, West Africa.*
 1898 †BLACK, HON. STEWART G., M.L.C., *Glenormiston, Noorat, Victoria.*
 1889 †BLACKBURN, ALFRED L., *Messrs. W. Anderson & Co., Lower St. George's Street, Cape Town, Cape Colony.*
 1899 BLACKMAN, ALEXANDER A., *Muston Street, Mosman, Sydney, New South Wales.*
 1888 BLACKWOOD, ARTHUR R., *c/o Messrs. Dalgety & Co., Melbourne, Victoria.*
 1886 BLACKWOOD, ROBERT O., *Melbourne Club, Melbourne, Victoria.*
 1888 BLAINE, MAJOR ALFRED E. B., *The Bungalow, Grahamstown, Cape Colony.*
 1889 †BLAINE, SIR C. FREDERICK, *Port Elizabeth, Cape Colony.*
 1889 †BLAINE, HON. HERBERT F., K.C., *Attorney-General, Bloemfontein, Orange River Colony.*
 1899 BLAIR, DYSON, *Surveyor-General's Office, Colombo, Ceylon.*
 1884 †BLAIZE, RICHARD BEALE, *Lagos, West Africa.*
 1888 †BLAKE, H.E. SIR HENRY A., G.C.M.G., *Government House, Colombo, Ceylon.*
 1903 BLAKELY, R. H., *P.O. Box 102, Johannesburg, Transvaal.*
 1889 BLAND, R. N., *Collector of Land Revenue, Singapore.*
 1902 BLANE, WILLIAM, M.I.M.E., *P.O. Box 2863, Johannesburg, Transvaal.*
 1886 BLANK, OSCAR, *Hamburg.*
 1903 BLELOCH, ROBERT, *P.O. Box 5754, Johannesburg, Transvaal.*
 1897 BLELOCH, WILLIAM, *P.O. Box 5754, Johannesburg, Transvaal.*

Year of
Election.

1896	BLENKIRON, JAMES E., <i>Zomba, British Central Africa.</i>
1903	BLICK, GRAHAM T., M.R.C.S., L.R.C.P., <i>Broome, Western Australia.</i>
1889	†BLOW, JOHN JELLINGS.
1903	BODLE, LIBUT.-COLONEL WILLIAM, C.M.G., <i>Bulawayo, Rhodesia.</i>
1890	†BODY, REV. Professor C. W. E., D.C.L., <i>General Theological Seminary, New York.</i>
1890	†BOGGIE, ALEXANDER, <i>Bulawayo, Rhodesia.</i>
1881	BOIS, FREDERIC W., J.P., <i>Colombo, Ceylon.</i>
1892	BOIS, STANLEY, <i>Colombo, Ceylon.</i>
1901	BOLT, WILLIAM JAMES, <i>High Street, Roslyn, Dunedin, New Zealand.</i>
1898	BOLTON, FRED W., <i>Farleigh Plantation, Mackay, Queensland.</i>
1901	BOLUS, GILHAM, 42 St. George's Street, <i>Cape Town, Cape Colony.</i>
1879	†BOMPAS, FREDERICK WILLIAM, P.O. Box 345, <i>Johannesburg, Transvaal.</i>
1896	†BONAR, THOMSON, M.D., 114 <i>Via de Babuino, Piazza di Spagna, Rome.</i>
1902	BONNER, GEORGE, <i>San Carlos, Falkland Islands.</i>
1898	BONYTHON, SIR J. LANGDON, M.P., <i>King William Street, Adelaide, South Australia.</i>
1891	BOOKER, J. DAWSON, c/o <i>National Bank of Australasia, Melbourne, Victoria.</i>
1901	BOOTH, CHARLES SPENCER, <i>Wellington, New Zealand.</i>
1900	BOOTH, FERDINAND ROBBET, <i>Johannesburg, Transvaal.</i>
1895	BOOTH, KARL E. O., P.O. Box 1037, <i>Johannesburg, Transvaal.</i>
1896	BOOTH, ROBERT M., <i>Stipendiary Magistrate, Lautoka, Fiji.</i>
1902	†BORGHÈSE, EDWARD C., c/o <i>Messrs. H. B. W. Russell & Co., Cape Coast, Gold Coast Colony.</i>
1885	†BORTON, JOHN, <i>Casa Nova, Oamaru, New Zealand.</i>
1896	†BOSS, AARON A., P.O. Box 562, <i>Johannesburg, Transvaal.</i>
1903	BOTHA, HERCULES P., <i>Wolfontein, Kroonstad, Orange River Colony.</i>
1889	BOTSFORD, CHARLES S., 524 <i>Queen Street West, Toronto, Canada.</i>
1879	BOUCHEVILLE, A. DE, <i>Port Louis, Mauritius (Corresponding Secretary).</i>
1883	BOUDILLON, EDMUND.
1900	BOURHILL, HENRY, <i>Groot Olifants River, P.O. Witbank, via Pretoria, Transvaal.</i>
1892	†BOURKE, HON. EDMUND F., M.L.C., <i>Pretoria, Transvaal.</i>
1879	BOURKE, WELLESLEY, 155 <i>King Street, Kingston, Jamaica.</i>
1892	†BOURNE, E. F. B.
1903	BOURNE, CAPTAIN HENRY R. M. (1st Royal Scots), <i>Machadodorp, Transvaal.</i>
1887	†BOVELL, HIS HONOUR CHIEF JUSTICE SIR HENRY A., <i>Georgetown, British Guiana.</i>
1886	BOWELL, SENATOR HON. SIR MACKENZIE, K.C.M.G., <i>Belleville, Canada.</i>
1882	†BOWEN, HON. CHARLES CHRISTOPHER, M.L.C., <i>Middleton, Christchurch, New Zealand (Corresponding Secretary).</i>
1886	†BOWEN, WILLIAM, <i>Kalimna, Balnarring, Victoria.</i>
1903	BOWHILL, JOHN O. MONTGOMERY, <i>Zomba, British Central Africa.</i>
1900	†BOWKER, F. G. HINDR, <i>British American Corporation, Vancouver, British Columbia.</i>
1901	BOWLER, ALLAN, J.P., 414 <i>Collins Street, Melbourne, Victoria.</i>
1900	†BOWYER-BOWER, T., A.M.Inst.C.E., <i>Johannesburg, Transvaal.</i>
1893	BOYD-CARPENTER, H., M.A., <i>Ministry of Public Instruction, Cairo, Egypt (Corresponding Secretary).</i>

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Election.

1889	BOYLE, H.E. SIR CAVENDISH, K.C.M.G., <i>Government House, Port Louis, Mauritius.</i>
1881	†BOYLE, MOSES, <i>Monrovia, Liberia.</i>
1901	†BRACKEN, T. W., <i>Government Railways, Lagos, West Africa.</i>
1879	BRADFIELD, HON. JOHN L., <i>Dordrecht, Cape Colony.</i>
1883	BRADFORD, W. K., <i>Kimberley, Cape Colony.</i>
1897	BRADLEY, BENJAMIN, P. O. Box 2718, <i>Johannesburg, Transvaal.</i>
1904	BRADLEY, GODFREY T., M.I.Mech.E., <i>/o Colonial Secretariat, Colombo, Ceylon.</i>
1901	BRADSHAW, HERBERT E., <i>New Estate Gold Mine, Rietfontein, Transvaal.</i>
1901	BRADSHAW, J. H., <i>Abbontiakoon, Tarkwa, Gold Coast Colony.</i>
1900	BRAHAM, J. F., <i>West African Gold Concessions, Ltd., Monrovia, Liberia.</i>
1898	BRAIN, HERBERT S., <i>Customs Dept., Larnaca, Cyprus.</i>
1893	BRAYNE, C. DIMOND H., A.M.Inst.C.E., <i>Irrigation Dept., Pretoria, Transvaal.</i>
1886	BRANDY, J. W., <i>Kingston, Jamaica.</i>
1900	BRATHWAITE, NATHANIEL, <i>Clerk of the Courts, Toledo, British Honduras.</i>
1902	BRATT, JAMES H. DAVSON, <i>Local Auditor, Zungeru, Northern Nigeria.</i>
1884	†BRAUD, HON. ARTHUR, M.C.P., <i>Mon Repos, British Guiana.</i>
1901	†BRAY, EDWARD L., <i>Tarkwa, Gold Coast Colony.</i>
1903	BRAY, REGINALD N., <i>Tarkwa, Gold Coast Colony.</i>
1874	BRIDGE, H. H., <i>Fairfield, Ruataniwha, Napier, New Zealand.</i>
1895	BRIDGES, GEORGE J., <i>Axim, Gold Coast Colony.</i>
1903	BRIGHT, HAROLD P., <i>Messrs. Bucknall Bros., P.O. Box 812, Cape Town, Cape Colony.</i>
1890	†BRINK, ANDRIES LANGE, P.O. Box 287, <i>Johannesburg, Transvaal.</i>
1896	†BRETTEN, THOMAS J., P.O. Box 494, <i>Johannesburg, Transvaal.</i>
1896	BROAD, ARTHUR J., <i>Mauritius Assets Co., Port Louis, Mauritius.</i>
1903	BROAD, CHARLES, J.P., P.O. Box 3525, <i>Johannesburg, Transvaal.</i>
1901	BROAD, WALLACE, B.A., F.G.S., <i>Department of Mines, 111 Bubbling Well Road, Shanghai, China.</i>
1899	BRODRICK, E. G., <i>Police Magistrate, Singapore.</i>
1904	BROCKMAN, EDWARD L., <i>Colonial Secretariat, Singapore.</i>
1888	BRODRICK, ALAN, <i>Pretoria, Transvaal.</i>
1887	BRODRICK, ALBERT, <i>Pretoria, Transvaal.</i>
1896	BRODRICK, HABOLD, P.O. Box 3060, <i>Johannesburg, Transvaal.</i>
1901	BRODRICK, LANCELOT, <i>Messrs. Pavey & Co., Bloemfontein, Orange River Colony.</i>
1899	BROOKMAN, BENJAMIN, JR., <i>Grenfell Street, Adelaide, South Australia.</i>
1897	BROOKS, GEORGE L., <i>Superintendent of Police, Freetown, Sierra Leone.</i>
1889	BROOKS, JAMES HENRY, M.R.C.S.E., <i>Mahé, Seychelles.</i>
1903	BROOKS, WILLIAM, 17 Castlereagh Street, <i>Sydney, New South Wales.</i>
1901	BROOME, HENRY ARTHUR, <i>Resident Magistrate, Ladybrand, Orange River Colony.</i>
1903	BROSIER, CHARLES J., J.P., <i>Broughton, Molteno, Cape Colony.</i>
1901	BROTHERS, C. J., <i>Queenstown, Cape Colony.</i>
1892	†BROTHERS, C. M., <i>Queenstown, Cape Colony.</i>
1901	BROUN, ALFRED FORBES, <i>Forests Department, Khartum, Sudan.</i>
1901	BROWN, CAPTAIN ANDREW F., P.O. Box 23, <i>Kimberley, Cape Colony.</i>
1903	BROWN, DAVID A. MURRAY, <i>Sungei Nebong, Penang, Straits Settlements.</i>
1903	BROWN, EDGAR J., M.B., B.S., <i>Ormonde College, Melbourne, Victoria.</i>

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Election.

1896	BROWN, EDMUND A. B., <i>Pryz, Province Wel'sley, Straits Settlements.</i>
1896	BROWN, HON. JAMES J., M.C.G., <i>Receiver-General, Port Louis, Mauritius.</i>
1903	BROWN, JAMES E. MYLES, M.B., Ch.B., <i>District Surgeon, Taiping, Perak, Federated Malay States.</i>
1884	BROWN, JOHN CHARLES, 406 West Street, Durban, Natal.
1888	BROWN, JOHN E., <i>Glenavon, Somerset East, Cape Colony.</i>
1892	BROWN, J. ELLIS, P.O. Box 39, Durban, Natal.
1893	BROWN, J. H., M.H.A., <i>Nassau, Bahamas.</i>
1889	†BROWN, JOHN LAWRENCE, <i>Methden, Bowenfels, New South Wales.</i>
1900	†BROWN, JOHN McLEAVY, C.M.G., <i>Seoul, Corea.</i>
1894	†BROWN, LESLIE E., <i>Messrs. Brown & Joske, Suva, Fiji.</i>
1882	†BROWN, MATTLAND, J.P., <i>Resident Magistrate, Geraldton, Western Australia.</i>
1889	BROWN, HIS HONOUR MR. JUSTICE RICHARD MYLES, <i>Port Louis, Mauritius.</i>
1890	BROWN, WILLIAM, M.A., M.B., <i>High Street, Dunedin, New Zealand.</i>
1902	BROWN, CAPTAIN WILLIAM H., P.O. Box 995, <i>Cape Town, Cape Colony.</i>
1902	BROWN, WILLIAM J., <i>Government Railway Construction, Bo, Sierra Leone.</i>
1892	BROWN, HON. WILLIAM VILLIERS, M.L.C., <i>Townsville, Queensland.</i>
1902	BROWNE, ARTHUR D., c/o <i>Messrs. J. C. Young & Co., 4 O'Connell Street, Sydney, New South Wales.</i>
1895	†BROWNE, EVERARD, <i>Cororooke, Colac, Victoria.</i>
1880	†BROWNE, HON. C. MACAULAY, C.M.G., M.L.C., <i>St. George's, Grenada.</i>
1902	BROWNE, NICHOLAS E., J.P., <i>Wilberforce Street, Freetown, Sierra Leone.</i>
1895	†BROWNE, SYLVESTER, 46 Lombard Buildings, Collins Street, <i>Melbourne, Victoria.</i>
1889	†BROWNE, THOMAS L., <i>Barrister-at-Law, Adelaide Club, South Australia.</i>
1897	BROWNELL, WILLIAM P., <i>Liverpool Street, Hobart, Tasmania.</i>
1889	†BRUCE, GEORGE.
1890	†BRUCE, J. R. BAXTER, 20 Bridge Street, <i>Sydney, New South Wales.</i>
1900	BRUCE, ROBERT HUNTER, <i>Amoy, China.</i>
1904	BRUCE, WILLIAM J., M.R.C.S., L.R.C.P., <i>Government Railway Construction, Bo, Sierra Leone.</i>
1886	†BRUNNER, ERNEST AUGUST, M.L.A., J.P., <i>Eshowe, Natal.</i>
1895	BRUNTON, JOHN SPENCER, J.P., <i>Wi'slow, Darling Point, Sydney, New South Wales.</i>
1896	BUYANT, ALFRED, <i>Standard Bank, Cape Town, Cape Colony.</i>
1893	†BUYANT, ALFRED T., <i>Inspector of Schools, Singapore.</i>
1897	†BUYANT, JOSEPH, J.P., <i>Mount Magnet, via Geraldton, Western Australia.</i>
1880	BUCHANAN, HON. SIR E. JOHN, <i>Judge of the Supreme Court, Cape Town, Cape Colony.</i>
1883	BUCHANAN, WALTER CLARKE, M.H.R., <i>Wairarapa, Wellington, New Zealand.</i>
1886	†BUCHANAN, W. F., J.P., <i>Union Club, Sydney, New South Wales.</i>
1899	BUCKLAND, JOHN MORTIMER, <i>Rand Club, Johannesburg, Transvaal.</i>
1899	BUCKLAND, LIEUT. VIRGOE, R.N.R., <i>Old Calabar, Southern Nigeria.</i>
1897	BUCKLE, ATHANASIUS, J.P., <i>Carlton House, Freetown, Sierra Leone.</i>
1897	BUCKLEY, G. A. MCLEAN, <i>Lagmhor, Ashburton, New Zealand.</i>
1889	†BUCKLEY, MARS, J.P., <i>Beaumaris, Toorak, Melbourne, Victoria.</i>
1901	BULL, CHARLES, <i>St. John's, Wanganui, New Zealand.</i>
1897	†BULLEN, WM. ALFRED, <i>Star Life Assurance Society, Cape Town, Cape Colony.</i>
1881	BULLER, SIR WALTER L., K.C.M.G., F.R.S., <i>Wellington, New Zealand.</i>

Year of
Election.

1881 *BULT, C. MANGIN, *Estella, Roslyn Street, Darlinghurst, Sydney, New South Wales.*

1902 BURBANK, JOHN E., *c/o Union Bank of Australia, Melbourne, Victoria.*

1892 BURBURY, EDWARD P., *New Zealand Loan and Agency Co., Oamaru, New Zealand.*

1903 BURCHELL, HEBBERT C., *St. Johns, Newfoundland.*

1899 BURDON, MAJOR J. ALDER, M.A., F.R.G.S., *Resident, Sokoto Province, Northern Nigeria.*

1888 BURGESS, HON. W. H., *Hobart, Tasmania.*

1884 †BURKINSHAW, JOHN, *Singapore.*

1903 BURRELL, PERCY, *Fielding, New Zealand.*

1903 BURROWS, DONALD, L.R.C.P., L.R.C.S., *Freetown, Sierra Leone.*

1894 BURT, ALBERT HAMILTON, M.R.C.S.E., L.R.C.P., *Port of Spain, Trinidad.*

1903 †BURT, ANDREW, M.Inst.M.E., M.A.I.M.E., *P.O. Box 208, Shanghai, China.*

1903 BURT, JOHN REID, *Dunedin, New Zealand.*

1882 BURT, HON. SEPTIMUS, K.C., *Perth, Western Australia.*

1903 BURTON, ALFRED, R.E., *P.O. Box 6431, Johannesburg, Transvaal.*

1892 BUSBY, ALEXANDER, J.P., *Cassilis, New South Wales.*

1893 BUSH, ROBERT E., *Clifton Downs, Gascoyne, Western Australia.*

1903 BUSK, CHARLES W., *Nelson, British Columbia.*

1901 †BUSS, REV. ARTHUR C., M.A., *The Club, Limassol, Cyprus.*

1889 BUSSY, FRANZ H., *Johannesburg, Transvaal.*

1886 BUTLER, HENRY, 248 Flinders Street, *Melbourne, Victoria.*

1900 BUTLER, RICHARD HARDING, 349 Collins Street, *Melbourne, Victoria.*

1903 BUTLER-WRIGHT, WILLIAM, *Government Railway, Lagos, West Africa.*

1888 BUTT, J. M., *Bank of New Zealand, Auckland, New Zealand.*

1900 BUTTERY, JOHN A., *Johannesburg, Transvaal.*

1882 †BUTTON, FREDERICK, *Durban, Natal.*

1898 BUTTON, HEDLEY L. W., *Brisbane Street, Launceston, Tasmania (Corresponding Secretary).*

1902 BYRDE, F. T., *Abontiakoon Mines, Lim., Tarkwa, Gold Coast Colony.*

1893 †CACCIA, ANTHONY M., *Hoshangabad, Central Provinces, India.*

1902 CADBLL, WILLIAM T., *Deepwater Station, New England, New South Wales.*

1892 †CAIN, WILLIAM, *South Yarra, Melbourne, Victoria.*

1878 †CAIRNCROSS, JOHN, J.P., *De Hoop, Somerset West, Cape Colony.*

1879 CALDECOTT, HARBY S., *P.O. Box 574, Johannesburg, Transvaal.*

1899 CALDER, CHARLES W., *Messrs. Couche, Calder & Co., Fremantle, Western Australia.*

1884 CALDER, WILLIAM HENDERSON, *Ravelston, St. Kilda, Melbourne, Victoria.*

1890 CALDICOTT, HARVEY, C. E., *Public Works Department, Seremban, via Singapore.*

1883 CALLCOTT, JOHN HOPA, I.S.C.

1903 CALVERLEY, MAJOR E. LEVESON, *Government Offices, Bloemfontein, Orange River Colony.*

1893 CAMERON, ALLAN, *Rand Club, Johannesburg, Transvaal.*

1902 CAMERON, HAMISH S., *Ukuwela Estates Co., Lim., Ukuwela, Ceylon.*

1900 CAMERON, WILLIAM M., *Advocate, P.O. Box 3, Maritzburg, Natal.*

Year of
Election.

1874 | CAMPBELL, A. H., 17 Manning Arcade, Toronto, Canada.
 1899 | CAMPBELL, HON. ARCHIBALD M., M.L.C., Durban, Natal.
 1902 | CAMPBELL, DAVID WM., Messrs. Elder, Dempster & Co., Montreal, Canada.
 1890 | CAMPBELL, JAMES P., Barrister-at-Law, Featherston Street, Wellington,
 New Zealand.
 1900 | CAMPBELL, JOHN, I.R.C.S.I., L.R.C.P.I., Bandau Estate, Kudat, British
 North Borneo.
 1897 | CAMPBELL, JOHN MORROW, B.Sc., F.C.S., F.R.G.S., Bibiani Gold Fields,
 Sefwi, Gold Coast Colony.
 1896 | †CAMPBELL, HON. MARSHALL, M.L.C., Mount Edgecumbe, Natal.
 1893 | CAMPBELL-JOHNSTON, AUGUSTINE, Garvanza, California, U.S.A.
 1900 | CAMPBELL-JOHNSTON, HARRY F., Rand Club, Johannesburg, Transvaal.
 1902 | CANNING, ARTHUR R., Bulawayo, Rhodesia.
 1886 | CAPE, ALFRED J., Karoola, Edgecliff Road, Sydney, New South Wales.
 1897 | CAPPER, H. H., "Times" Office, Colombo, Ceylon.
 1899 | CARDEN, JOHN CECIL, Messrs Blaine & Co., Port Elizabeth, Cape Colony.
 1897 | CARDEN, THOMAS F., British Columbia Mercantile and Mining Syndicate,
 Cascade City, British Columbia.
 1903 | CAREW, WALTER SINCLAIR, 229 Cumberland Street, Dunedin, New
 Zealand.
 1904 | CARGILL, FEATHERSTON, M.B., The Residency, Kano, Northern Nigeria.
 1895 | CARGILL, H. E., Dejoo Valley Tea Estate, Nowgong, Assam, India.
 1889 | †CARGILL, HENRY S., Quamichan, Vancouver's Island, British Columbia.
 1889 | †CARGILL, WALTER, care of Bank of New Zealand, Dunedin, New Zealand.
 1898 | CARMODY, P., F.I.C., F.C.S., Government Analyst, Port of Spain, Trinidad
 (Responding Secretary).
 1886 | †CARR, MARK WM., M.Inst.C.E., Bella Vista, Grand Boulevard de Cimiez,
 Nice, France.
 1897 | CARR, WM. ST. JOHN, P.O. Box 130, Johannesburg, Transvaal.
 1894 | CARRICK, ALEXANDER, Canterbury Club, Christchurch, New Zealand.
 1884 | †CARRUTHERS, DAVID, East Demerara Water Commission, Georgetown,
 British Guiana.
 1891 | CARRUTHERS, GEORGE F., 453 Main Street, Winnipeg, Canada.
 1886 | CARTER, CHARLES CLAUDIOUS, J.P., General Post Office, Melbourne, Victoria.
 1878 | CARTER, H.E. SIR GILBERT T., K.C.M.G., Government House, Barbados.
 1899 | †CARUANA-GATTO, CONTINO A., B.A., LL.D., Assistant Crown Advocate,
 59 Strada Levante, Valletta, Malta.
 1903 | CASELBERG, ALFRED, Pahiatua, Wellington, New Zealand.
 1878 | CASEY, HON. J. J., C.M.G., K.C., Ibrickane, Acland Street, St. Kilda,
 Melbourne, Victoria.
 1901 | CASHEL, CAPTAIN ROWAN, Bulawayo, Rhodesia.
 1902 | CASKIE, ALEXANDER, Harrismith, Orange River Colony.
 1895 | †CASTALDI, EVARISTO, 171 Strada Mercanti, Valletta, Malta.
 1886 | CATON, GEORGE C., Kimberley, Cape Colony.
 1893 | CATTO, JOHN, Memsie, Bridgewater-on-Loddon, Victoria.
 1888 | †CENTENO, LEON, Port of Spain, Trinidad.
 1887 | CHEABAUD, JOHN A., Attorney-at-Law, Port Elizabeth, Cape Colony.
 1882 | †CHADWICK, ROBERT, Camden Buildings, 418 George Street, Sydney, New
 South Wales.
 1893 | *CHAUILLET-BEET, JOSEPH, 44 Chaussée d'Antin, Paris.

Year of
Election.

1892	CHALMERS, NATHANIEL, <i>Labasa, Fiji.</i>
1902	CHALMERS, NATHANIEL, J.C.N., A.M.Inst.C.E., <i>Amabele-Butterworth Railway, Komgha, Eastern Province, Cape Colony.</i>
1901	CHALMERS, THOMAS A., L.R.C.P., L.R.C.S., <i>Accra, Gold Coast Colony.</i>
1902	†CHAMBERS, ARTHUR F., <i>British Consulate-General, San Francisco.</i>
1898	CHAMBERS, ARTHUR LEO, <i>Gwelo, Rhodesia.</i>
1886	CHAMBERS, JOHN RATCLIFFE, <i>St. Kitts, West Indies.</i>
1902	†CHAMBERLAYNE, MAJOR TANKERVILLE J., <i>Nicosia, Cyprus.</i>
1902	CHAMPION, CHARLES W.M., <i>Bloemfontein, Orange River Colony.</i>
1899	†CHAPLIN, THOMAS W., 53 Havelock St., <i>Port Elizabeth, Cape Colony.</i>
1890	CHAPMAN, CHARLES W., 39 Queen Street, <i>Melbourne, Victoria.</i>
1897	CHAPMAN, H. B. H., M.Inst.C.E.
1903	CHARTERS, GEORGE H. B. S., <i>Cinnamon Bippo, Tarkwa, Gold Coast Colony</i>
1888	CHATER, HON. SIR C. PAUL, C.M.G., M.L.C., <i>Hong Kong.</i>
1889	†CHAYTOE, JOHN C., <i>Tuamarina, Picton, New Zealand.</i>
1883	†CHEESMAN, ROBERT SUCKLING, <i>St. Vincent, West Indies.</i>
1902	CHERMSIDE, H.E. MAJOR-GENERAL SIR HERBERT C., G.C.M.G., C.B., <i>Government House, Brisbane, Queensland.</i>
1896	CHESTERTON, LEWIS B., <i>Rand Club, Johannesburg, Transvaal.</i>
1896	†CHEWINGS, CHARLES, Ph.D., F.G.S., 85 Edward Street, <i>Norwood, South Australia.</i>
1874	†CHINTAMON, HURRYCHUND.
1893	CHISHOLM, JAMES, <i>Crossfield, Alberta, Canada.</i>
1887	CHISHOLM, JAMES H., <i>Market Square, Kimberley, Cape Colony.</i>
1880	†CHISHOLM, W., <i>Kimberley, Cape Colony.</i>
1898	CHOLES, CAPTAIN FREDERICK J., F.R.G.S., <i>Ordnance Store Offices, Scott Street, Maritzburg, Natal.</i>
1904	CHOMLEY, CHARLES H., "Arena-Sun" Office, <i>Law Courts Place, Melbourne, Victoria.</i>
1897	CHRISP, CAPTAIN THOMAS, <i>Gisborne, New Zealand.</i>
1896	CHRISTIAN, CHARLES, <i>Famagusta, Cyprus.</i>
1884	†CHRISTIAN, OWEN SMITH, <i>Port Elizabeth, Cape Colony (Corresponding Secretary).</i>
1888	CHRISTISON, ROBERT, <i>Lammermoor, Hughenden, Queensland.</i>
1889	†CHURCHILL, FRANK F., M.L.A., <i>Wyebank, Natal.</i>
1901	†CHURCHILL, FRASER E., <i>Brymedura, Manildra, New South Wales.</i>
1884	CHURCHILL, HON. CAPTAIN JOHN SPENCER, C.M.G., <i>Colonial Secretary, Nassau, Bahamas.</i>
1903	CLARK, ARCHIBALD McCOSH, <i>Auckland, New Zealand.</i>
1902	†CLARK, CHARLES CRABB, 421 Point Road, <i>Durban, Natal.</i>
1902	†CLARK, DOUGLAS, <i>Senekal, Orange River Colony.</i>
1902	CLARK, FRANCIS W., M.D., <i>Medical Officer of Health, Hong Kong.</i>
1889	†CLARK, GOWAN C. S., C.M.G., <i>Government Railways, Cape Town, Cape Colony.</i>
1889	CLARK, JAMES A. R., <i>care of Messrs. Dalgety & Co., Melbourne, Victoria.</i>
1895	CLARK, JOHN MURRAY, K.C., M.A., LL.B., 16 King Street West, <i>Toronto, Canada.</i>
1902	CLARK, ROBERT DOUGLAS, M.A., <i>Barrister-at-Law, Maritzburg, Natal.</i>
1882	†CLARK, MAJOR WALTER J., <i>Melbourne Club, Melbourne, Victoria.</i>
1880	CLARK, WILLIAM, <i>Police Magistrate, Grenada, West Indies.</i>

Year of
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1900	+CLARKE, A. RUTTER, <i>Universal Buildings, Grenfell Street, Adelaide, South Australia.</i>
1885	+CLARKE, ALFRED E., <i>Coldbbo', Malvern, Melbourne, Victoria.</i>
1901	+CLARKE, ALISTER T. R., C.E., <i>Government Railway, Beaufort, British North Borneo.</i>
1887	CLARKE, HIS HONOUR CHIEF JUSTICE SIR FIELDING, <i>Kingston, Jamaica.</i>
1903	+CLARKE, H.E. GENERAL SIR CHARLES MANSFIELD, BART., G.C.B., G.O.V.O., <i>The Palace, Malta.</i>
1888	CLARKE, HIS HONOUR COLONEL SIR MARSHAL J., R.A., K.C.M.G., <i>Resident Commissioner, Salisbury, Rhodesia.</i>
1902	CLARKE, WM. WYCLIFFE, J.P., c/o W. J. Donnelly, Esq., 257 George Street, <i>Sydney, New South Wales.</i>
1895	CLAYTON, ARTHUR G., <i>Colonial Secretariat, Colombo, Ceylon.</i>
1888	+CLEVELAND, FRANK, <i>Balingup, Western Australia.</i>
1900	CLEVELAND, ROBBET A., M.R.C.S., L.R.C.P., <i>District Medical Officer, Nicosia, Cyprus.</i>
1882	CLIFFORD, SIR GEORGE HUGH, BART., <i>Stonyhurst, Christchurch, New Zealand.</i>
1896	CLIFFORD, HON. HUGH, C.M.G., <i>Colonial Secretary, Port of Spain, Trinidad.</i>
1900	CLINGAN, GEORGE W., M.D., <i>Virden, Manitoba, Canada.</i>
1898	+CLUCAS, EVAN C., J.P., <i>Kia Ora, North Adelaide, South Australia.</i>
1903	COATES, ARTHUR R., <i>Sura, Fiji.</i>
1888	COATES, JOHN, 285 Collins Street, <i>Melbourne, Victoria.</i>
1897	COCHRAN, S. R., <i>Beauchamp Estate, Mauritius.</i>
1889	COCK, CORNELIUS, J.P., <i>Peddie, Cape Colony.</i>
1884	COCKBURN, ADOLPHUS, <i>Bluefields, Nicaragua (via New Orleans).</i>
1881	COCKBURN, SAMUEL A., <i>Cape Gracias à Dios, Nicaragua (via New Orleans).</i>
1880	CODD, JOHN A., <i>Toronto, Canada.</i>
1894	CODRINGTON, ROBERT, <i>Fort Jameson, North-Eastern Rhodesia.</i>
1902	COGILL, WILLIAM H., <i>African Banking Corporation, Port Elizabeth, Cape Colony.</i>
1897	COHEN, ABNER, J.P., <i>Krugersdorp, Transvaal.</i>
1897	COHEN, ALFRED, P.O. Box 269, <i>Salisbury, Rhodesia.</i>
1895	COHEN, H. HIRSCHEL, c/o National Bank, <i>Los Angeles, California, U.S.A.</i>
1903	COHEN, ISAAC F., <i>Krugersdorp, Transvaal.</i>
1888	+COHEN, NAPH. H., P.O. Box 1892, <i>Johannesburg, Transvaal.</i>
1883	COHEN, NEVILLE D., care of Messrs. D. Cohen & Co., <i>Maitland West, New South Wales.</i>
1902	COKER, WILLIAM Z., <i>Kumasi House, Cape Coast, Gold Coast Colony.</i>
1897	COLE, NICHOLAS, <i>West Cloven Hills, Camperdown, Victoria.</i>
1894	COLE, WM. O'CONNOR, 11 Soldier Street, <i>Freetown, Sierra Leone.</i>
1892	+COLEMAN, JAMES H., <i>Waititirau, Napier, New Zealand.</i>
1903	COLLET, WILFRED, C.M.G., <i>District Commissioner, Nicosia, Cyprus.</i>
1898	+COLLIER, HERBEET, <i>Werndew, Irving Road, Toorak, Melbourne, Victoria.</i>
1892	+COLLIER, JENKIN, <i>Werndew, Irving Road, Tocrah, Melbourne, Victoria; and Australian Club.</i>
1885	COLLINS, ERNEST E., <i>Reuter's Telegram Co., Lim., Sydney, New South Wales.</i>
1902	+COLLINS, HARRY, <i>Club Street, Maritzburg, Natal.</i>
1900	COLLINS, HENRY M., <i>Reuter's Telegram Co., Melbourne, Victoria.</i>

Year of
Election.

1902 COLLINS, JAMES A., *Registrar of the High Court, Bloemfontein, Orange River Colony.*

1897 COLLINS, WILLIAM FRANCIS, *P.O. Box 170, Coolgardie, Western Australia.*

1880 COLLYER, HON. WILLIAM R., M.A., I.S.O., *Attorney-General, Singapore.*

1903 COLLYNS, ARTHUR SHUCHBURGH, *Nelson Club, Nelson, New Zealand.*

1903 COLQUHOUN, DANIEL, M.D., *44 High Street, Dunedin, New Zealand.*

1884 †COLQUHOUN, ROBERT A.

1876 COMMISSIONG, HON. W. S., K.C., M.E.C., *St. George's, Grenada.*

1903 CONDER, HAROLD, *Beaufort Street, Grahamstown, Cape Colony.*

1898 CONIGRAVE, B. FAIRFAX, *5 Ingle Chambers, Hay St., Perth, Western Australia.*

1898 †CONLAY, WM. LANCE, *Pekan, Pahang, Federated Malay States.*

1898 CONWAY, ALEXANDER, J.P., *c/o G. H. Bethune, Featherston Street, Wellington, New Zealand.*

1902 †COOCH BEHAR, HIS HIGHNESS THE MAHARAJAH OF, G.C.I.E., C.B., *Cooch Behar, India.*

1891 COOK, E. BOYER, J.P., *Thornhill, Herbert, Cape Colony.*

1903 COOK, FREDERICK J., *Harbour Board, Port Elizabeth, Cape Colony.*

1885 COOKE, JOHN, *Australian Club, Melbourne, Victoria.*

1889 COOLEY, WILLIAM, *Town Clerk, Durban, Natal.*

1895 †COOPE, J. C. JESSEE, *Bulawayo Club, Rhodesia*

1895 COOPER, ARNOLD W., J.P., F.R.M.S., *Richmond, Natal.*

1890 COOPER, HIS HONOUR CHIEF JUSTICE SIR POPE A., *Brisbane, Queensland*

1904 †COOPFER, RICHARD HENRY, *Hilton Road, Natal.*

1900 COPLAND-CRAWFORD, W. E. B., *Divisional Commissioner, Asaba, Southern Nigeria.*

1900 COPLAND, CHARLES A., *Director of Public Works, Freetown, Sierra Leone.*

1902 COPLEY, WM. DAWN, *P.O. Box 260, Bulawayo, Rhodesia.*

1902 †CORBET, EVERARD P., *Dargle Road, Natal.*

1897 CORDEE, FREDERICK H. S., *P.O. Box 1449, Johannesburg, Transvaal.*

1901 CORDEROY, JOHN W., *P.O. Box 22, Kokstad, East Griqualand, Cape Colony.*

1902 †CORDNER, E. J. K.

1889 †CORDNER-JAMES, JOHN H., A.M.Inst.C.E., *P.O. Box 1156, Johannesburg, Transvaal.*

1882 CORK, HON. PHILIP C., *Colonial Secretary, Belize, British Honduras.*

1892 CORNER, CHARLES, A.M.Inst.C.E., *District Engineer, Rhodesia Railway, Gwelo, Rhodesia.*

1896 CORNISH-BOWDEN, ATHELSTAN H., *Surveyor-General's Office, Cape Town, Cape Colony.*

1883 CORNWALL, MOSES, J.P., *Erinville, Woodley Street, Kimberley, Cape Colony.*

1902 †CORT, JAMES E., *Axim, Gold Coast Colony.*

1901 CORYNDON, R. T., *Administrator, Kalomo, North-Western Rhodesia.*

1902 COTTON, E. P., *Commissioner of Lands, Lagos, West Africa.*

1902 COTTON, JOHN W., *Hornsby, New South Wales.*

1886 COTTRELL, HENRY E. P.

1895 †COULDERY, WILLIAM H., J.P., *c/o Royal Bank of Queensland, Brisbane Queensland.*

1895 COUPER, JOHN L., *Natal Bank, Durban, Natal.*

1901 COURAGE, FRANK, *Amberley, Christchurch, New Zealand.*

Year of
Election.

1880	COURTNEY, JOHN M., C.M.G., I.S.O., <i>Deputy Finance Minister, Ottawa, Canada.</i>
1903	COUSSEY, CHARLES, L.R.P., <i>c/o Messrs. Millers, Ltd., Cape Coast, Gold Coast Colony.</i>
1883	*COWDERROY, BENJAMIN, <i>60 Market Street, Melbourne, Victoria.</i>
1903	COWEN, CHARLES, SENIOR, <i>Johannesburg, Transvaal.</i>
1889	†COWIE, ALEXANDER, <i>Port Elizabeth, Cape Colony.</i>
1896	†COWLEY, W. H., <i>care of General Post Office, Colombo, Ceylon.</i>
1902	COWLIN, HERBERT A., <i>Messrs. J. Holt & Co., Ibadan, Lagos, West Africa.</i>
1902	COWPER, SYDNEY, C.M.G., <i>Cape Town, Cape Colony.</i>
1882	COX, HON. CHARLES T., C.M.G., <i>Government Secretary, Georgetown, British Guiana.</i>
1901	†COX, GEORGE LIONEL, <i>Ouvah Kellie, Lindula, Ceylon.</i>
1902	COX, SENATOR HON. GEORGE A., <i>Toronto, Canada.</i>
1902	COX, HERBERT C., <i>Canada Life Assurance Co., Toronto, Canada.</i>
1901	COX, JAMES T., <i>Port Elizabeth, Cape Colony.</i>
1897	COX, HIS HONOUR CHIEF JUSTICE SIR LIONEL, <i>Singapore.</i>
1902	COX, SYDENHAM E. S., <i>Buffelsdoorn Estate and Gold Mining Co., Klerksdorp, Transvaal.</i>
1902	COX, WILLIAM E., <i>Grand Hotel, Cape Town, Cape Colony.</i>
1903	COZENS-HARDY, EDGAR W., <i>Public Works Department, Cape Coast, Gold Coast Colony.</i>
1887	†CRAFTON, RALPH C., <i>Bulkeley Station, Ramleh, Alexandria, Egypt (Corresponding Secretary).</i>
1892	†CRAIGEN, WILLIAM, <i>Georgetown, British Guiana.</i>
1897	CRAMEE, HERMANN J., <i>Punta Gorda, British Honduras.</i>
1897	CRAN, JAMES M., M.B., C.M., <i>Belize, British Honduras.</i>
1890	CRANSWICK, WILLIAM F., J.P., P.O. Box 76, <i>Kimberley, Cape Colony (Corresponding Secretary).</i>
1901	†CRART, WM. SAMUEL, 244 <i>Commercial Road, Maritzburg, Natal.</i>
1890	†CRAWFORD, HON. ALFRED J., M.L.C. J.P., <i>Newcastle, Natal.</i>
1875	CRAWFORD, LIEUT.-COLONEL JAMES D., <i>Lachine, Quebec, Canada.</i>
1884	†CREEWELL, JACOB, P.O. Box 469, <i>Johannesburg, Transvaal.</i>
1890	CRESSALL, PAUL.
1904	†CREWE, COL. HON. CHARLES P., C.B., M.L.A., <i>Cape Town, Cape Colony.</i>
1902	CROAKER, FREDERICK W., <i>Walhallow, Quirindi, New South Wales.</i>
1901	CROFTS, CHARLES J., M.Inst.C.E., <i>Point, Natal.</i>
1896	†CROGHAN, JOHN G., M.D.
1896	CROMBIE, FRANK E. N., <i>Northern Club, Auckland, New Zealand.</i>
1903	CROMPTON, ROBERT, <i>Suva, Fiji.</i>
1901	CROSBIE, GILBERT S., <i>Petrolia, Ontario, Canada.</i>
1898	CROSBY, CAPTAIN ARTHUR J., <i>c/o Standard Bank, Durban, Natal.</i>
1885	†CROSBY, HON. WILLIAM, M.L.C., <i>Hobart, Tasmania.</i>
1896	CROSBY, WILLIAM, P.O. Box 551, <i>Johannesburg, Transvaal.</i>
1891	†CROSS, JOHN WM., J.P., R.M., <i>The Residency, Stanger, Natal.</i>
1898	CROSSE, THOMAS, <i>Woodland, Hastings, Hawke Bay, New Zealand.</i>
1899	CROSTHWAITE, PONSONBY M., C.E., <i>Cyprus.</i>
1886	CRUMP, G. CRESSWELL, <i>Melton, Gowrie Junction, Darling Downs, Queensland.</i>
1901	CUBITT, CAPTAIN THOMAS A., R.A., D.S.O., <i>Zungeru, Northern Nigeria.</i>

Year of Election.	
1887	CUDDEFORD, WILLIAM, Auditor, St. George's, Grenada.
1901	CULLEN, COMMANDER PERCY, C.M.G., R.N.R., Fort Johnston, British Central Africa.
1884	†CULMER, JAMES WILLIAM, M.H.A., Nassau, Bahamas.
1899	CULPEPER, SAMUEL A. H., Georgetown, British Guiana.
1903	CULVERHOUSE, HERBERT S.
1903	CUMBERLAND, F. BARLOW, Dunain, Port Hope, Ontario, Canada.
1896	CUMMING, JAMES, Wessell's Nck, Natal.
1882	CUMMING, W. GORDON, Secretary for Native Affairs, Cape Town, Cape Colony.
1895	CUNDALL, FRANK, F.S.A., Institute of Jamaica, Kingston, Jamaica (Corresponding Secretary).
1902	CUNDILL, THOMAS J., 31 Searle Street, Kimberley, Cape Colony.
1892	CUNNINGHAM, A. JACKSON, Lunyon, Queanbeyan, New South Wales.
1895	†CURRIE, OSWALD J., M.B., M.R.C.S.E, 60 Longmarket Street, Maritzburg, Natal.
1903	†CURRIE, RICHARD, P.O. Box 614, Johannesburg, Transvaal.
1896	†CURRIE, WALTER, Bulawayo, Rhodesia.
1892	CUTHBERT, HON. SIR HENRY, K.C.M.G., M.L.C., Australian Club, Melbourne, Victoria.
1903	CUTHBERT, HON. SYDNEY, M.L.C., Belize, British Honduras.
1902	DAINTON, ARTHUR E., Public Works Department, Maritzburg, Natal.
1890	†DALRYMPLE, THOMAS, East London, Cape Colony.
1879	DALTON, E. H. GORING.
1884	DANGAR, ALBERT A., Baroona, Whittingham, Sydney, New South Wales.
1903	†DANGERFIELD, JAMES.
1898	†DANIELS, CHARLES W., M.B., M.R.C.S.E., Research Institute, Kuala Lumpur, Federated Malay States.
1900	DARBY, WALTER G., Sandakan, British North Borneo.
1895	†DARBYSHIRE, BENJAMIN H., Barrister-at-Law, Weld Club, Perth, Western Australia.
1903	DARLING, JOHN, JR., M.P., 64 Kent Ter., Norwood, Adelaide, S. Australia.
1902	†DARLOT, LEONARD H., Perth, Western Australia.
1901	DARRAGH, REV. JOHN T., B.D., St. Mary's, Johannesburg, Transvaal.
1902	DAVENPORT, JAMES E., P.O. Box 155, Christchurch, New Zealand.
1877	†DAVENPORT, SIR SAMUEL, K.C.M.G., Beaumont, Adelaide, South Australia.
1895	DAVERIN, JOHN, Port Elizabeth, Cape Colony.
1887	†DAVEY, THOMAS J., 9 Queen Street, Melbourne, Victoria.
1902	DAVIDSON, A. A., Axim, Gold Coast Colony.
1903	DAVIDSON, ERNEST, Cape Coast, Gold Coast Colony.
1886	†DAVIDSON, H.E. W. E., C.M.G., Government House, Mahé, Seychelles.
1881	DAVIDSON, W. M. (late Surveyor-General), Oxley, Brisbane, Queensland.
1898	DAVIES, HON. CHARLES E., M.L.C., Hobart, Tasmania.
1899	DAVIES, CLEMENT, P.O. Box 155, Johannesburg, Transvaal.
1904	DAVIES, HENRY.
1892	DAVIES, J. A. SONGO, Customs Department, Sherbro, Sierra Leone.
1889	DAVIES, MAJOR J. G., C.M.G., M.H.A., Hobart, Tasmania.
1899	†DAVIES, LEAMA J., Karridale, Western Australia.
1897	DAVIES, PHILIP V., Karridale, Western Australia.

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1886	†DAVIES, SIR MATTHEW H., 436 Chancery Lane, Melbourne, Victoria.
1886	†DAVIES, MAURICE C., J.P. Karridale, Western Australia.
1897	†DAVIES, WALTER KARRI, P.O. Box 2040, Johannesburg, Transvaal.
1882	DAVIES, WILLIAM BROUGHTON, M.D., Freetown, Sierra Leone.
1873	†DAVIS, HON. N. DARNELL, C.M.G., M.E.C., Auditor-General, Georgetown, British Guiana.
1875	†DAVIS, P., "Natal Witness" Office, Maritzburg, Natal.
1902	DAVIS, STEUART SPENCER, The Treasury, Accra, Gold Coast Colony.
1896	DAVSON, CHARLES S., LL.B., K.C., Solicitor-General, Georgetown, British Guiana.
1889	DAWES, RICHARD ST. MARK, L.R.C.P., M.R.C.S., Gawler, South Australia.
1897	DAWSON, A. W., Bulawayo, Rhodesia.
1882	†DAWSON, JOHN EUGENE.
1883	†DAWSON, RANKINE, M.A., M.D., 1136 Sherbrooke Street, Montreal, Canada.
1884	DAWSON, WILLIAM, Kaikoura, Molesworth Street, Kew, Victoria.
1893	†DAWSON, W. H., Bassein, Burma.
1904	DAY, GEORGE BEET, Resident Engineer's Office, Government Railways, Famagusta, Cyprus.
1882	DAY, WILLIAM HENRY, Queensland Club, Brisbane, Queensland.
1902	DEALE, ARTHUR, Bloemfontein, Orange River Colony.
1901	DEARY, HARRY J., Salisbury, Rhodesia.
1899	DEASE, PATRICK PAGET, C.E., Tientsin, China.
1902	DE BULTEAUX, LOUIS A., Bel Air, Bois de la Pomponnette, Lagny, Seine-et-Marne, France.
1903	DE GRAEFF, HENRY, Machadodorp, Transvaal.
1897	DE HAMEL, MAJOR H. BARRY, Police Department, Singapore.
1882	DE LAMARRE, LOUIS BEET, Port of Spain, Trinidad.
1897	†DE LAUTOUR, BRIGADE-SURGEON LT.-COLONEL HARRY A., M.R.C.S., Reed Street, Oamaru, New Zealand.
1901	DE LISLE, FREDERICK I., L.R.C.P., L.S.A., Napier, New Zealand.
1903	DE LISSA, OSBORNE L., Abbonitakoon Black I., Tarkwa, Gold Coast Colony.
1892	DE MERCADO, CHARLES E., J.P., Kingston, Jamaica.
1878	DE LA MOTHE, E. A., J.P., Cardrona House, St. Andrews, Grenada.
1895	DELGADO, BENJAMIN N., Kingston, Jamaica.
1874	DENISON, LIEUT.-COLONEL GEORGE T., Commanding the Governor-General's Body Guard, Heydon Villa, Toronto, Canada.
1889	†DENNY, F. W. RAMSAY, Port Elizabeth, Cape Colony.
1890	DENTON, H.E. SIR GEORGE C., K.C.M.G., Government House, Bathurst, Gambia.
1881	DE PASS, ELLIOT A., F.R.G.S., Port Royal Street, Kingston, Jamaica.
1881	DE PASS, JOHN, Kimberley, Cape Colony.
1904	DESCROIZILLES, FRÉDÉRIC V., Assistant Receiver-General, Port Louis, Mauritius.
• 1899	†DE SOUZA, A. J., P.O. Box 98, Shanghai, China.
1897	DE SOYSA, MUDALIYAR J. W. CHARLES, M.A., J.P., Alfred House, Colombo, Ceylon.
1883	DE VILLIERS, ISAAC HORAK, P.O. Box 428, Johannesburg, Transvaal.
1890	†DE VILLIERS, JACOB N., P.O. Box 118, Johannesburg, Transvaal.
1901	†DE WAAL, DAVID C., P.O. Box 97, Cape Town, Cape Colony.
1898	DE WITT, ANTHONY M., Whitehall Chambers, Cape Town, Cape Colony.

Year of
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1892	DE WOLF, HON. JAMES A., M.D., M.L.C., Surgeon-General, Port of Spain, <i>Trinidad</i> .
1887	DIAS, FELIX REGINALD, M.A., LL.M., District Judge, Colombo, <i>Ceylon</i> .
1892	†DIBBS, THOMAS A., Commercial Banking Co., 347 George Street, <i>Sydney, New South Wales</i> .
1897	DICRY, EDWARD C., P.O. Box 249, <i>Johannesburg, Transvaal</i> .
1896	DICKINSON, FRANCIS M., Broken Hill Proprietary Co., <i>Melbourne, Victoria</i> .
1900	DICKSON, ARTHUR C., P.O. Box 1148, <i>Johannesburg, Transvaal</i> .
1903	DICKSON, ALEXANDER, P.O. Box 738, <i>Johannesburg, Transvaal</i> .
1888	†DICKSON, R. CASIMIR, <i>North Bay, Ontario, Canada</i> .
1889	†DICKSON, WILLIAM SAMUEL, <i>Fauresmith, Orange River Colony</i> .
1898	DIESPECKER, CAPTAIN RUDOLPH, P.O. Box 5967, <i>Johannesburg, Transvaal</i> .
1893	DIETRICH, H., J.P., P.O. Box 12, <i>Zeerust, Transvaal</i> .
1895	DIGBY-JONES, C. K.
1894	DIXON, GEORGE G., C.E., Colonial Secretariat, <i>Colombo, Ceylon</i> .
1900	DIXON, JAMES DICKSON, J.P., <i>Narua, Fiji</i> .
1899	DIXON, ARCHIBALD, Prince Alfred Yacht Club, <i>Moore Street, Sydney, New South Wales</i> .
1899	DIXON, HUGH, <i>Abergeldie, Summer Hill, Sydney, New South Wales</i> .
1904	DIXON, T. STOBIE, M.B., C.M., 287 Elizabeth Street, <i>Sydney, New South Wales</i> .
1904	DOBIE, EDWARD D., Solicitor-General, <i>Hobart, Tasmania</i> .
1889	DOBSON, SENATOR HON. HENRY, <i>Hobart, Tasmania</i> .
1890	DOCKER, THOMAS L., Commercial Bank of Sydney, <i>Sydney, New South Wales</i> .
1882	DOCKER, WILFRID L., <i>Nyrambla, Darlinghurst Road, Sydney, New South Wales</i> (Corresponding Secretary).
1895	DOLLAR, EDWARD, P.O. Box 290, <i>Krugersdorp, Transvaal</i> .
1903	DOLLEY, JOHN F., <i>Uitenhage, Cape Colony</i> .
1896	DOMVILLE, LIBUT.-COLONEL SENATOR JAMES, <i>Rothesay, New Brunswick</i> .
1895	DON, DAVID, <i>The Maze, Ridge Road, Durban, Natal</i> .
1904	DONNELLY, GEORGE P., <i>Crissoge, Ngatarawa, Hawkes Bay, New Zealand</i> .
1897	DONOVAN, FERGUS, P.O. Box 4, <i>Johannesburg, Transvaal</i> .
1889	†DONOVAN, JOHN J., K.C., M.A., LL.D., Australian Club, <i>Sydney, New South Wales</i> .
1903	DOUGLAS, A. WALTER, <i>Tavuni, Fiji</i> .
1884	DOUGLAS, HON. JOHN, C.M.G., <i>The Residency, Thursday Island, via Queensland</i> .
1902	DOUGLAS, JAMES, <i>Natal Bank, Maritzburg, Natal</i> .
1901	DOUGLAS, PROFESSOR ROBERT LANGTON, M.A.
1875	DOUGLASS, HON. ARTHUR, <i>Heatherton Towers, near Grahamstown, Cape Colony</i> .
1896	DOVE, FREDERICK W., 39 East Street, <i>Freetown, Sierra Leone</i> .
1903	DOWNER, ALFRED WM., <i>Gothic House, Cape Coast, Gold Coast Colony</i> .
1901	DOWNER, ARTHUR LIONEL, <i>Barrister-at-Law, Georgetown, British Guiana</i> .
1898	DOWNER, VEN. ARCHDEACON GEORGE W., <i>The Rectory, Kingston, Jamaica</i> .
1897	DOWNES, S. TROUNCE, <i>Government School, Bellair, Durban, Natal</i> .
1903	†DOWSETT, CHARLES, c/o Messrs. Attwell & Co., <i>St. George's Street, Cape Town, Cape Colony</i> .
1902	†DOYLE, CAPTAIN J. J., s.s. "Lagoon," <i>Lagos, West Africa</i> .

Year of
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1880	COURTNEY, JOHN M., C.M.G., I.S.O., <i>Deputy Finance Minister, Ottawa, Canada.</i>
1903	COURSSET, CHARLES, L.R.P., <i>c/o Messrs. Millers, Ltd., Cape Coast, Gold Coast Colony.</i>
1883	*COWDEROY, BENJAMIN, 60 Market Street, <i>Melbourne, Victoria.</i>
1903	COWEN, CHARLES, SENIOR, <i>Johannesburg, Transvaal.</i>
1889	†COWIE, ALEXANDER, <i>Port Elizabeth, Cape Colony.</i>
1896	†COWLEY, W. H., <i>care of. General Post Office, Colombo, Ceylon.</i>
1902	COWLIN, HERBERT A., <i>Messrs. J. Holt & Co., Ibadan, Lagos, West Africa.</i>
1902	COWPER, SYDNEY, C.M.G., <i>Cape Town, Cape Colony.</i>
1882	COX, HON. CHARLES T., C.M.G., <i>Government Secretary, Georgetown, British Guiana.</i>
1901	†COX, GEORGE LIONEL, <i>Ouvah Kellie, Lindula, Ceylon.</i>
1902	COX, SENATOR HON. GEORGE A., <i>Toronto, Canada.</i>
1902	COX, HERBERT C., <i>Canada Life Assurance Co., Toronto, Canada.</i>
1901	COX, JAMES T., <i>Port Elizabeth, Cape Colony.</i>
1897	COX, HIS HONOUR CHIEF JUSTICE SIR LIONEL, <i>Singapore.</i>
1902	COX, SYDENHAM E. S., <i>Buffelsdoorn Estate and Gold Mining Co., Klipkeldorp, Transvaal.</i>
1902	COX, WILLIAM E., <i>Grand Hotel, Cape Town, Cape Colony.</i>
1903	COZENS-HARDY, EDGAR W., <i>Public Works Department, Cape Coast, Gold Coast Colony.</i>
1887	†CRAFTON, RALPH C., <i>Bulkeley Station, Ramleh, Alexandria, Egypt (Corresponding Secretary).</i>
1892	†CRAIGEN, WILLIAM, <i>Georgetown, British Guiana.</i>
1897	CRAMER, HERMANN J., <i>Punta Gorda, British Honduras.</i>
1897	CRAN, JAMES M., M.B., C.M., <i>Belize, British Honduras.</i>
1890	CRANSWICK, WILLIAM F., J.P., P.O. Box 76, <i>Kimberley, Cape Colony (Corresponding Secretary).</i>
1901	†CRART, WM. SAMUEL, 244 Commercial Road, <i>Maritzburg, Natal.</i>
1890	†CRAWFORD, HON. ALFRED J., M.L.C. J.P., <i>Newcastle, Natal.</i>
1875	CRAWFORD, LIEUT.-COLONEL JAMES D., <i>Lachine, Quebec, Canada.</i>
1884	†CREWELL, JACOB, P.O. Box 469, <i>Johannesburg, Transvaal.</i>
1890	CRESSALL, PAUL.
1904	†CREWE, COL. HON. CHARLES P., C.B., M.L.A., <i>Cape Town, Cape Colony.</i>
1902	CROAKER, FREDERICK W., <i>Walhallow, Quirindi, New South Wales.</i>
1901	CROFTS, CHARLES J., M.Inst.C.E., <i>Point, Natal.</i>
1896	†CROGHAN, JOHN G., M.D.
1896	CROMBIE, FRANK E. N., <i>Northern Club, Auckland, New Zealand.</i>
1903	CROMPTON, ROBERT, <i>Suva, Fiji.</i>
1901	CROSBIE, GILBERT S., <i>Petrolia, Ontario, Canada.</i>
1898	CROSBY, CAPTAIN ARTHUR J., <i>c/o Standard Bank, Durban, Natal.</i>
1885	†CROSBY, HON. WILLIAM, M.L.C., <i>Hobart, Tasmania.</i>
1896	CROSBY, WILLIAM, P.O. Box 551, <i>Johannesburg, Transvaal.</i>
1891	†CROSS, JOHN WM., J.P., R.M., <i>The Residency, Stanger, Natal.</i>
1898	CROSSE, THOMAS, <i>Woodland, Hastings, Hawkes Bay, New Zealand.</i>
1899	CROSTHWAITE, PONSONBY M., C.E., <i>Cyprus.</i>
1886	CRUMP, G. CRESSWELL, <i>Malton, Gowrie Junction, Darling Downs, Queensland.</i>
1901	CUBITT, CAPTAIN THOMAS A., R.A., D.S.O., <i>Zungeru, Northern Nigeria.</i>

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1887	CUDDEFORD, WILLIAM, <i>Auditor, St. George's, Grenada.</i>
1901	CULLEN, COMMANDER PERCY, C.M.G., R.N.R., <i>Fort Johnston, British Central Africa.</i>
1884	†CULMER, JAMES WILLIAM, M.H.A., <i>Nassau, Bahamas.</i>
1899	CULPEPER, SAMUEL A. H., <i>Georgetown, British Guiana.</i>
1903	CULVERHOUSE, HERBERT S.
1903	CUMBERLAND, F. BARLOW, <i>Dunain, Port Hope, Ontario, Canada.</i>
1896	CUMMING, JAMES, <i>Wessell's Neck, Natal.</i>
1882	CUMMING, W. GORDON, <i>Secretary for Native Affairs, Cape Town, Cape Colony.</i>
1895	CUNDALL, FRANK, F.S.A., <i>Institute of Jamaica, Kingston, Jamaica (Corresponding Secretary).</i>
1902	CUNDILL, THOMAS J., <i>31 Searle Street, Kimberley, Cape Colony.</i>
1892	CUNNINGHAM, A. JACKSON, <i>Lunyon, Queanbeyan, New South Wales.</i>
1895	†CURRIE, OSWALD J., M.B., M.R.C.S.E, <i>60 Longmarket Street, Maritzburg, Natal.</i>
1903	†CURRIE, RICHARD, <i>P.O. Box 614, Johannesburg, Transvaal.</i>
1896	†CURRIE, WALTER, <i>Bulawayo, Rhodesia.</i>
1892	CUTHBERT, HON. SIR HENRY, K.C.M.G., M.L.C., <i>Australian Club, Melbourne, Victoria.</i>
1903	CUTHBERT, HON. SYDNEY, M.L.C., <i>Belize, British Honduras.</i>
1902	DAINTON, ARTHUR E., <i>Public Works Department, Maritzburg, Natal.</i>
1890	†DALRYMPLE, THOMAS, <i>East London, Cape Colony.</i>
1879	DALTON, E. H. GOREING.
1884	DANGAR, ALBERT A., <i>Baroona, Whittingham, Sydney, New South Wales.</i>
1903	†DANGERFIELD, JAMES.
1898	†DANIELS, CHARLES W., M.B., M.R.C.S.E., <i>Research Institute, Kuala Lumpur, Federated Malay States.</i>
1900	DARBY, WALTER G., <i>Sandakan, British North Borneo.</i>
1895	†DARBYSHIRE, BENJAMIN H., <i>Barrister-at-Law, Weld Club, Perth, Western Australia.</i>
1903	DARLING, JOHN, JR., M.P., <i>64 Kent Ter., Norwood, Adelaide, S. Australia.</i>
1902	†DARLOT, LEONARD H., <i>Perth, Western Australia.</i>
1901	DARRAGH, REV. JOHN T., B.D., <i>St. Mary's, Johannesburg, Transvaal.</i>
1902	DAVENPORT, JAMES E., <i>P.O. Box 155, Christchurch, New Zealand.</i>
1877	†DAVENPORT, SIR SAMUEL, K.C.M.G., <i>Beaumont, Adelaide, South Australia.</i>
1895	DAVERIN, JOHN, <i>Port Elizabeth, Cape Colony.</i>
1887	†DAVEY, THOMAS J., <i>9 Queen Street, Melbourne, Victoria.</i>
1902	DAVIDSON, A. A., <i>Axim, Gold Coast Colony.</i>
1903	DAVIDSON, ERNEST, <i>Cape Coast, Gold Coast Colony.</i>
1886	†DAVIDSON, H.E. W. E., C.M.G., <i>Government House, Mahé, Seychelles.</i>
1881	DAVIDSON, W. M. (<i>late Surveyor-General</i>), <i>Oxley, Brisbane, Queensland.</i>
1898	DAVIES, HON. CHARLES E., M.L.C., <i>Hobart, Tasmania.</i>
1899	DAVIES, CLEMENT, <i>P.O. Box 155, Johannesburg, Transvaal.</i>
1904	DAVIES, HENRY.
1892	DAVIES, J. A. SONGO, <i>Customs Department, Sherbro, Sierra Leone.</i>
1889	DAVIES, MAJOR J. G., C.M.G., M.H.A., <i>Hobart, Tasmania.</i>
1899	†DAVIES, LEAMA J., <i>Karridale, Western Australia.</i>
1897	DAVIES, PHILIP V., <i>Karridale, Western Australia.</i>

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1902	†EVANS, MAURICE S., C.M.G., J.P., <i>Hill Crest, Berea Ridge, Durban, Natal</i> .
1897	EVANS, SAMUEL, P.O. Box 1067, <i>Johannesburg, Transvaal</i> .
1883	EVANS, WILLIAM, <i>Protector of Chinese, Johannesburg, Transvaal</i> .
1890	EVANS, WILLIAM Gwynne, P.O. Box 558, <i>Johannesburg, Transvaal</i> .
1902	†EVERSFIELD, CAPTAIN GEORGE A.
1903	†EVES, CAPTAIN HUBERT E., J.P., <i>Arntully, Cedar Valley P.O., Jamaica</i> .
1903	†EWENS, CREASY, 36 Queen's Road, <i>Hong Kong</i> .
1900	FADELLE, EDWARD, C.E., <i>Government Railway Extension to Bo, Sierra Leone</i> .
1887	FAIRBAIRN, GEORGE, M.L.A., <i>care of Union Mortgage and Agency Company, William Street, Melbourne, Victoria</i> .
1891	FAIRFAX, GEOFFREY E., <i>Barrister-at-Law, Elaine, New South Road, Woollahra, Sydney, New South Wales</i> .
1898	†FAIRFAX, JAMES OSWALD, <i>Koorali, Wolseley Road, Point Piper, Sydney, New South Wales</i> .
1882	FAIRFAX, SIR JAMES R., <i>Sydney, New South Wales</i> .
1879	FAITHFULL, ROBERT L., M.D., 5 Lyons Terrace, <i>Sydney, New South Wales</i> .
1889	FANNING, JOHN.
1889	†FARQUHARSON, ARTHUR W., <i>Kingston, Jamaica</i> .
1896	†FARQUHARSON, JOHN C., J.P., <i>Garland Grove, Montego Bay, Jamaica</i> .
1889	FAREQUHARSON, WALTER H. K., J.P., <i>Retreat Estate, Little London, Jamaica</i> .
1886	†FAULKNER, ENOCH, <i>District Commissioner, Waterloo, Sierra Leone</i> .
1892	†FAULKNER, FREDERICK C., M.A., <i>The High School, Perth, Western Australia</i> .
1890	FAWCETT, JAMES HART, <i>Lanzi, Campiglia Marittima, Toscana, Italy</i> .
1890	†FAWCETT, WILLIAM, B.Sc., F.L.S., <i>Director, Public Gardens, Gordon Town, Jamaica</i> .
1902	FAWNS, SYDNEY, <i>Launceston, Tasmania</i> .
1894	FEEZ, COLONEL ALBRECHT, <i>Otto Strasse 8, Munich</i> .
1895	FELDEN, CAPTAIN ROBERT B., R.A., <i>Famagusta, Cyprus</i> .
1888	FELL, HENRY, <i>Cleveland House, Alexandra Road, Maritzburg, Natal</i> .
1896	FELTON, HON. J. J., M.E.C., <i>Stanley, Falkland Islands</i> .
1902	FENTON, ERNEST G., F.R.C.S.I., <i>Old Calabar, Southern Nigeria</i> .
1889	†FERGUSON, JAMES E. A., M.B., C.M., <i>Belfield Lodge, East Coast, Demerara, British Guiana</i> .
1897	FERGUSON, JAMES FINLAY, <i>Kenilworth, Ridge Road, Durban, Natal</i> .
1890	†FERGUSON, JAMES, P.O. Box 98, <i>Johannesburg, Transvaal</i> .
1879	†FERGUSON, HON. JOHN, C.M.G., M.L.C., <i>Cinnamon Gardens, Colombo, Ceylon (Corresponding Secretary)</i> .
1900	FERGUSON, JOHN C., <i>Launceston, Tasmania</i> .
1886	FERGUSON, HON. JOHN, M.L.C., <i>Rockhampton, Queensland</i> .
1892	†FERREIRA, ANTONIO F.
1901	FETTES, ALEXANDER, <i>Port Elizabeth, Cape Colony</i> .
1890	†FIELD, A. PERCY, P.O. Box 154, <i>Pretoria, Transvaal</i> .
1895	FIELDING, HON. WILLIAM S., M.P., <i>Ottawa, Canada</i> .
1873	FIRE, GEORGE R., <i>Brisbane, Queensland</i> .
1881	†FINNAUGHTY, H. J.
1901	FINCH, BARNARD, <i>Durban, Natal</i> .
1876	FINLAYSON, J. HAEVEY, <i>Adelaide, South Australia</i> .
1895	FINLAYSON, ROBERT A., C.M.G., <i>Kimberley, Cape Colony</i> .

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1878	†FINNEMORE, HON. MR. JUSTICE ROBERT I., <i>Maritzburg, Natal.</i>
1897	FINNIE, J. P., <i>P. O. Box 46, Gwelo, Rhodesia.</i>
1903	FIRMIN, CECIL H., <i>Government Railway, Bo, Sierra Leone.</i>
1896	†FIRMINGER, REV. WALTER K., M.A., <i>care of Messrs. Grindlay & Co., Calcutta.</i>
1901	†FISHER, HERBERT S., <i>Wakefield Street, Kent Town, South Australia.</i>
1889	†FISHER, JOSEPH, J.P., <i>Fullarton, Adelaide, South Australia.</i>
1893	FISHER, JOHN MEADOWS, <i>P.O. Box 339, Johannesburg, Transvaal.</i>
1884	FISHER, R. H. UNDERWOOD, J.P., <i>Durban, Natal.</i>
1881	†FISKE, JOHN INGLIS, <i>Corraborate, Toorak, Melbourne, Victoria.</i>
1899	FITZGERALD, FREDERICK A., <i>Imperial Oil Refining Co., London, Ontario, Canada.</i>
1901	FITZGERALD, GEORGE L., C.E., <i>The Foliage, San Fernando, Trinidad.</i>
1902	FITZGERALD, O'CONNELL, <i>The Fo'age, San Fernando, Trinidad.</i>
1876	FITZGIBBON, E. G., C.M.G., <i>497 Collins Street, Melbourne, Victoria.</i>
1895	FITZPATRICK, G. C., <i>c/o Bank of Africa, Johannesburg, Transvaal.</i>
1900	†FITZPATRICK, HON. SIR J. PERCY, M.L.C., <i>P.O. Box 149, Johannesburg, Transvaal.</i>
1887	†FLACK, JOSEPH H., <i>9 Queen Street, Melbourne, Victoria.</i>
1900	†FLEGELTAUB, WALTER, <i>c/o Messrs. P. Orr & Sons, Madras, India.</i>
1892	†FLEISCHACK, ALBERT R., <i>P.O. Box 64, Potchefstroom, Transvaal.</i>
1897	FLEMING, CHARLES D., J.P., <i>Mining Commissioner, Gweio, Rhodesia.</i>
1880	FLEMING, JOHN, <i>Charlotte Town, Grenada.</i>
1900	FLEMING, JOHN M., <i>Great Diamond Estate, British Guiana.</i>
1896	†FLEMING, RICHARD, <i>P.O. Box 393, Johannesburg, Transvaal.</i>
1878	FLEMING, SIR SANDFORD, K.C.M.G., <i>Ottawa, Canada (Corresponding Sec.).</i>
1903	FLEMING, THOMAS, <i>Good Hope, Boston, Natal.</i>
1900	FLETCHER, FRANKLYN H., <i>P.O. Box 13, Bulawayo, Rhodesia.</i>
1888	FLETCHER, WILLIAM, <i>P.O. Box 670, Cape Town, Cape Colony.</i>
1896	FLETCHER, WILLIAM, <i>Orandunbie, Walcha, New South Wales.</i>
1902	FLETCHER, WM. HORTON, <i>c/o Standard Bank, Johannesburg, Transvaal.</i>
1897	†FLINT, CAPTAIN WM. RAFFLES, <i>Sandakan, British North Borneo.</i>
1884	FLOYD, REV. WILLIAM, <i>Levuka, Fiji.</i>
1900	FOOT, LIONEL RAYNE, F.R.G.S., <i>care of J. H. Cheetham, Esq., Cape Coast, Gold Coast Colony.</i>
1885	†FORBES, FREDK. WILLIAM, <i>Rand Club, Johannesburg, Transvaal.</i>
1883	†FORBES, HENRY, <i>Port Elizabeth, Cape Colony.</i>
1896	FORBES, JAMES, <i>Colombo, Ceylon.</i>
1894	FORBES, MAJOR PATRICK W. (6th Dragoons), <i>Blantyre, British Central Africa.</i>
1889	†FORD, JAMES P., <i>Port Elizabeth, Cape Colony.</i>
1889	FORD, JOSEPH C., <i>117 Duke Street, Kingston, Jamaica.</i>
1896	†FORD, ROBERT M., L.R.C.P., L.R.C.S., <i>Colonial Surgeon, Bathurst, Gambia.</i>
1882	†FOREMAN, JOSEPH, M.R.C.S., L.R.C.P., <i>215 Macquarie Street, Sydney, New South Wales.</i>
1881	†FORREST, RT. HON. SIR JOHN, G.C.M.G., M.P., <i>Perth, Western Australia.</i>
1891	FORSTER, JULIUS J., <i>Bank of Madras, Madras, India.</i>
1890	FORTUNO, JOSEPH, <i>P. O. Box 6221, Johannesburg, Transvaal.</i>
1903	FOSTER, EDGAR W., <i>Botanic Station, Lagos, West Africa.</i>

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1885	FOSTER, EDWARD ALEXANDRE, I.S.O., Auditor-General, St. John's, <i>Antigua</i> .
1883	FOWLER, ALPIN GRANT, M.Inst.C.E., <i>Lagos, West Africa</i> .
1888	FOWLER, HON. GEORGE M., M.L.C., <i>Government Agent, Colombo, Ceylon</i> .
1889	†FOWLER, JAMES, <i>Adelaide, South Australia</i> .
1903	FOX, GEORGE, M.R.C.S.E., L.R.C.P., c/o W. E. Smith, Esq., 22 Bridge Street, <i>Sydney, New South Wales</i> .
1902	FOX, GEORGE EDWARD, <i>King William's Town, Cape Colony</i> .
1898	†FOXON, FRANK E., <i>Resident Magistrate, Ixopo Division, Natal</i> .
1900	FRAME, JOHN, <i>Messrs. Paterson, Zochonis & Co., Lagos, West Africa</i> .
1893	FRAMES, PERCIVAL ROSS, <i>Rand Club, Johannesburg, Transvaal</i> .
1892	FRANKLAND, FREDERICK W., <i>New York Life Insurance Company, Broadway, New York</i> .
1892	FRANKLIN, ROBERT H., <i>District Commissioner, Cays, British Honduras</i> .
1895	FRANKS, GODFREY F., M.A., <i>Queen's College, Georgetown, British Guiana</i> .
1886	FRASER, CHARLES A., <i>Commandant of Police, Nassau, Bahamas</i> .
1900	FRASER, GEORGE ROSS, <i>Hutt Street, Adelaide, South Australia</i> .
1903	FRASER, HON. JOHN GEORGE, M.L.C., <i>Bloemfontein, Orange River Colony</i> .
1896	FRASER, JAMES L., P. O. Box 429, <i>Kimberley, Cape Colony</i> .
1902	FRASER, JOHN PRINGLE, <i>Johannesburg, Transvaal</i> .
1898	†FRASER, JOSEPH, <i>Pitakande Estate, Matale, Ceylon</i> .
1895	FRASER, MALCOLM A. C., <i>Perth, Western Australia</i> .
1893	FRASER, WILLIAM PERCY, P.O. Box 26, <i>Johannesburg, Transvaal</i> .
1900	FREDERICKS, J. HAROLD, <i>West African (Gold Coast) Mining Corporation, Sekondi, Gold Coast Colony</i> .
1896	FREEMAN, JOHN, <i>Overpark, Maritzburg, Natal</i> .
1904	FREEMAN, T. KYFFIN, F.G.S., F.S.S., <i>St. Johns, Newfoundland</i> .
1902	FRERE, ALLAN GRAY (1st Royal Welsh Fusiliers), care of 1st D.L.I., <i>Wellington, Madras</i> .
1900	FRERE, HAROLD ARTHUR, <i>Sandakan, British North Borneo</i> .
1894	FRICKER, WILLIAM C., care of Standard Bank, <i>Cape Town, Cape Colony</i> .
1896	†FROOD, THOMAS MORTON, M.D., P.O. Box 1032, <i>Johannesburg, Transvaal</i> .
1882	FROST, HON. SIR JOHN, K.C.M.G., M.L.A., <i>Queenstown, Cape Colony</i> .
1902	FULFORD, HARRY E., C.M.G., H.B.M. Consul, <i>Newchwang, China</i> .
1899	FULFORD, SENATOR HON. GEORGE T., <i>Brookville, Ontario, Canada</i> .
1889	†FULLEE, ALFRED W., <i>Southern Wood, East London, Cape Colony</i> .
1900	FULTON, HERBERT VALPY, <i>Outram, Otago, New Zealand</i> .
1901	FYNN, CHARLES GAWLER, <i>Native Commissioner, Gwelo, Rhodesia</i> .
1878	†FYSH, HON. SIR PHILIP O., K.C.M.G., M.P., <i>Hobart, Tasmania</i> .
1902	GABBETT, GERALD F. A., <i>Marine Department, Lokoja, Northern Nigeria</i> .
1892	†GAIKWAD, SHEIMANT SAMPATRAO K., M.R.I., M.R.A.S., c/o Shri Sayagi Library, <i>Baroda, India</i> .
1884	GAISFORD, HENRY, <i>Orangi, Napier, New Zealand</i> .
1899	GALLETTLY, ARCHIBALD J. C., <i>Bank of Montreal, Victoria, British Columbia</i> .
1900	†GALLEWSKI, MAURICE, <i>Stock Exchange, Johannesburg, Transvaal</i> .
1901	†GALPIN, GEORGE LUCK, M.D., F.R.C.S., <i>Cradock Place, Port Elizabeth, Cape Colony</i> .
1899	GANADO, ROBERT F., LL.D., 27 Strada Zuccav, <i>Valletta, Malta</i> .
1895	GARDINER, FRANCIS J., J.P., <i>Kimberley Club, Cape Colony</i> .
1902	GARDNER, ASTON W., <i>Kingston, Jamaica</i> .

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1900	GARDNER, JOHN A., <i>Messrs. J. Holt & Co., Lagos, West Africa.</i>
1897	GARLAND, PATRICK J., L.R.C.S.I., L.R.C.P.I., <i>Senior Medical Officer, Accra, Gold Coast Colony.</i>
1887	GARLAND, WALTER F., M.Inst.C.E., <i>c/o Messrs. Grindlay & Co., Calcutta.</i>
1887	GAINETT, HARRY, <i>Guanica Centrale, Ponce, Porto Rico.</i>
1902	GASELEE, LIEUT.-GENERAL SIR ALFRED, G.C.I.E., K.C.B., <i>c/o Messrs. King, King & Co., Bombay.</i>
1888	GASKIN, HON. C. P., M.C.P., <i>Berbice, British Guiana.</i>
1903	†GASSON, GEORGE H., <i>Queenstown, Cape Colony.</i>
1904	GATLAND, GEORGE J., <i>P.O. Box 278, Durban, Natal.</i>
1891	GATTY, HIS HONOUR CHIEF JUSTICE STEPHEN H., <i>Gibraltar.</i>
1897	GAU, JULIUS, <i>P.O. Box 209, Johannesburg, Transvaal.</i>
1895	†GAY, ARNOLD E., <i>The Brothers, Grenada, West Indies.</i>
1895	†GAY, E. T., <i>The Brothers, Grenada, West Indies.</i>
1902	†GAY, GEORGE SINCLAIR, <i>Coronado, San Diego County, California, U.S.A.</i>
1893	GEARY, ALFRED, <i>Gardiner Street, Durban, Natal.</i>
1897	GEH, GEORGE F., <i>care of National Bank of New Zealand, Limited, Wellington, New Zealand.</i>
1897	GEDDES, J. H., <i>Dean Hollow, Mosman's Bay, Sydney, New South Wales.</i>
1903	GEMMELL, HUGH B., <i>Government Railways, Mafeking, Cape Colony.</i>
1886	GEORGE, ARTHUR KINGSTON, <i>Jamaica.</i>
1902	GEORGE, EDWARD C. S., C.I.E., G.P.O., <i>Rangoon, Burma.</i>
1883	GEORGE, HON. CHARLES J., M.L.C., <i>Pacific House, Lagos, West Africa.</i>
1903	GEORGE, WILLIAM RUFUS, <i>318 George Street, Sydney, New South Wales.</i>
1901	GERRARD, ALFRED G., <i>c/o W. B. MacIver & Co., Lim., Lagos, West Africa.</i>
1894	GIBBON, CHARLES, <i>Goonambil, Wattegama, Ceylon.</i>
1885	GIBBON, W. D., <i>Kandy, Ceylon.</i>
1897	GIBBONS, MAJOR ALFRED ST. HILL, <i>Cape Town, Cape Colony.</i>
1897	GIBBS, ISAAC, <i>New Zealand Shipping Co., Christchurch, New Zealand.</i>
1897	†GIBBS, JOHN, <i>P.O. Box 1079, Pretoria, Transvaal.</i>
1904	GIELIN, JOHN SCRUBY, <i>Napier, New Zealand.</i>
1889	GIBSON, HARRY, J.P., <i>P.O. Box 1643, and 92 Adderley Street, Cape Town, Cape Colony (Corresponding Secretary).</i>
1896	GIDEON, HON. D. S., M.L.C., J.P., <i>Port Antonio, Jamaica.</i>
1898	GILES, THOMAS O'HALLORAN, M.A., LL.B., <i>23 Cowra Chambers, Grenfell Street, Adelaide, South Australia.</i>
1903	GILFILIAN, ALEXANDER, B.Sc., <i>Stock Exchange Buildings, Melbourne, Victoria.</i>
1889	GILL, SIR DAVID, K.C.B., LL.D., F.R.S., <i>Astronomer Royal, The Observatory, Cape Town, Cape Colony.</i>
1887	GILLESPIE, ROBERT, <i>Montalto, Grace Park, Melbourne, Victoria.</i>
1891	†GILLESPIE, ROBERT K., J.P., <i>Englewood, Inverleigh, Victoria.</i>
1902	GILLOTT, ARTHUR G. M., <i>Casilla 385, San José, Costa Rica.</i>
1892	GILLOTT, HON. SIR SAMUEL, M.L.A., <i>9 Brunswick Street, Melbourne, Victoria.</i>
1900	GILMOUR, DAVID W., <i>Chartered Bank of India, Shanghai, China.</i>
1889	†GIRDLESTONE, MAJOR NELSON S., <i>P.O. Box 2891, Johannesburg, Transvaal.</i>
1895	GIBSON, DUDLEY G., <i>P.O. Box 13, Pietersburg, Transvaal.</i>

Year of
Election.

1877 †GLANVILLE, THOMAS, *Mile Gully P.O., Manchester, Jamaica.*
 1901 GLASIER, F. BEDFORD, *Government Railway, Lagos, West Africa.*
 1901 GLASS, HON. DAVID, K.C., *Rossland, British Columbia.*
 1901 GLOAG, ANDREW, J.P. *37 Bird Street, Port Elizabeth, Cape Colony.*
 1901 †GLOAG, DURANT, *Clontarf Villa, Park Drive, Port Elizabeth, Cape Colony.*
 1900 GLOSSOP, REV. ARTHUR G. B., *Likoma, Lake Nyasa, British Central Africa.*
 1897 †GLUYAS, CHARLES, *P.O. Box 8, Johannesburg, Transvaal.*
 1902 GLYNN, HENRY THOMAS, *Huntingdon Hall, Lydenburg, Transvaal.*
 1884 GOCH, G. H., *P.O. Box 163, Johannesburg, Transvaal.*
 1896 GOCH, SAMUEL F., B.A., LL.B., *P.O. Box 163, Johannesburg, Transvaal.*
 1902 GODDARD, FREDERICK D., *Queen's Building, Praya, Hong Kong.*
 1889 †GODDARD, WILLIAM, *Rand Club, Johannesburg, Transvaal.*
 1897 GODDARD, WILLIAM C., *Norwich Chambers, Sydney, New South Wales.*
 1900 GODFREY, HON. GEORGE, M.L.C., *Strathmore, Fitzroy Street, St. Kilda, Melbourne, Victoria.*
 1895 †GODFREY, JOSEPH JAMES, *care of Messrs. Rutherford & Brother, Greenmarket Square, Cape Town, Cape Colony.*
 1903 GOLDIE, AMIAS LEIGH, *c/o London and Sudan Mining Syndicate, Roseires, Sudan.*
 1895 GOLDIE, A. R., *c/o Bank of Victoria, Melbourne, Victoria.*
 1896 GOLDMANN, RICHARD, *P.O. Box 485, Johannesburg, Transvaal.*
 1902 GOLDRICH, SAMUEL, *P.O. Box 933, Johannesburg, Transvaal.*
 1900 GOLDSMID, LOUIS LIONEL, *P.O. Box 515, Cape Town, Cape Colony.*
 1902 GOLDSMITH, FREDERICK, M.B., *English, Scottish, and Australian Bank, King William Street, Adelaide, South Australia.*
 1902 †GOLDSMITH, THOMAS, *Kroonstad, Orange River Colony.*
 1901 GOMES, HARRIS LLOYD, *Beaufort, British North Borneo.*
 1900 GOMES, SIDNEY G., L.R.C.S.E., *Hygieia House, Beaufort, British North Borneo.*
 1878 GOODE, CHARLES H., *48 Grenfell Street, Adelaide, South Australia.*
 1893 †GOODE, WILLIAM HAMILTON, *P.O. Box 176, Kimberley, Cape Colony.*
 1904 GOODMAN, HENRY, *P.O. Box 943, Johannesburg, Transvaal.*
 1885 GOODMAN, HIS HONOUR CHIEF JUSTICE SIR WILLIAM MEIGH, *Hong Kong.*
 1899 GOODRIDGE, HON. A. F., *St. Johns, Newfoundland.*
 1888 GOOLD-ADAMS, HIS HONOUR MAJOR SIR HAMILTON J., K.C.M.G., C.B., *Bloemfontein, Orange River Colony.*
 1879 †GORDON, CHARLES, M.D., *114 Church Street, Maritzburg, Natal.*
 1891 †GORDON, JOHN, *Messrs. D. & W. Murray, Adelaide, South Australia.*
 1889 †GORDON, HON. W. GORDON, M.L.C., *Knowlesly, Queen's Park, Trinidad.*
 1885 GORDON, WILLIAM MONTGOMERIE, *Assistant Colonial Secretary, Trinidad.*
 1895 GORE, HON. LT.-COLONEL J. C., *Receiver-General, Nicosia, Cyprus.*
 1903 GORDON-HALL, WILLIAM H., M.B., *Lokoja, Northern Nigeria.*
 1891 GORTON, LIEUT.-COLONEL EDWARD, J.P., *Rangiatea, Bulls, Wellington, New Zealand.*
 1900 GOSLING, J. T., *Postmaster-General, Mombasa, British East Africa.*
 1893 GOULDIE, JOSEPH, *Kimberley, Cape Colony.*
 1900 GOULTEE, HERBERT H., *Barrister-at-Law, Virden, Manitoba, Canada.*
 1883 †GOVETT, ROBERT, *Culloden Station, near Arramac, Queensland.*
 1898 GOURLAY, WILLIAM DICKSON, *Dock Road, Cape Town, Cape Colony.*
 1902 GRADWELL, WILLIAM B., J.P., *Bloemfontein, Orange River Colony.*

Year of
Election.

1896 GRAFTON, FERDINAND, *Dawson, Y. T., Canada.*
 1889 GRAHAM, FRANCIS G. C., C.C. and R.M., *Grahamstown, Cape Colony.*
 1873 GRAHAM, JOHN, 88 *Simcoe Street, Victoria, British Columbia.*
 1900 GRAHAM, WALTER DOUGLAS, *Messrs. Wilkinson, Heywood & Clarke, Hong Kong.*
 1889 GRAHAM, WILLIAM H., *Albany, Western Australia.*
 1889 †GRAHAM, WOODTHORPE T., J.P., P.O. Box 1155, *Johannesburg, Transvaal.*
 1899 †GRAIN, ERNEST A., *Ngatre, New Plymouth, New Zealand.*
 1897 GRANUM, CLIFTON, *Assistant Treasurer, Accra, Gold Coast Colony.*
 1904 GRANT, DONALD A., c/o *Messrs. Wilkinson & Lavender, 12 Spring Street, Sydney, New South Wales.*
 1897 †GRANT, DUNCAN, *St. Kilda, Melbourne, Victoria.*
 1879 †GRANT, E. H.
 1889 GRANT, HENRY E. W., *Colonial Secretariat, Belize, British Honduras.*
 1896 GRANT, SIR JAMES A., M.D., K.C.M.G., F.G.S., 150 *E'gin Street, Ottawa, Canada.*
 1877 GRANT, COLONEL THOMAS HUNTER, c/o *William Bignell, Esq., Quebec, Canada.*
 1890 GRANT-DALTON, ALAN, M.Inst.C.E., c/o *Engineer-in-Chief, Government Railways, Cape Town, Cape Colony.*
 1903 GRANT-WILLIAMS, E. A., *Bank of New South Wales, Perth, Western Australia.*
 1897 GRAVES, SOMERSET H., *Hereford Street, Christchurch, New Zealand.*
 1884 GRAY, HON. GEORGE W., *Brisbane, Queensland.*
 1888 †GRAY, ROBERT, care of *Messrs. Dalgety & Co., Sydney, New South Wales.*
 1892 GRAY, WENTWORTH D., *Salisbury, Rhodesia.*
 1887 †GREATHEAD, JOHN BALDWIN, M.B. C.M. (Edin.), *Grahamstown, Cape Colony.*
 1902 GREAVES, CAPTAIN WILLIAM A. B., *Newbold, Clarence River, New South Wales.*
 1897 GRECH, SALVATORE, M.D., 8 *Strada Mezzodi, Valletta, Malta.*
 1888 †GREEN, DAVID, *Ferndale Villa, Musgrave Road, Durban, Natal.*
 1896 GREEN, FRANK J., *Public Works Department, Lagos, West Africa.*
 1903 GREEN, HELPERIUS R., *Messrs. E. K. Green & Co., Somerset Road, Cape Town, Cape Colony.*
 1900 GREEN, HENRY E. OWEN, c/o *Chamber of Mines, P.O. Box 809, Johannesburg, Transvaal.*
 1877 †GREEN, ROBERT COTTLE, *Pretoria, Transvaal.*
 1880 †GREENACRE, SIR BENJAMIN W., *Durban, Natal.*
 1896 GREENACRE, WALTER, 413 *West Street, Durban, Natal.*
 1889 GREENE, COLONEL EDWARD M., K.C., M.L.A., *Marizburg, Natal.*
 1899 GREENE, GEORGE, P. O. Box 406, *Cape Town, Cape Colony.*
 1884 GREENE, MOLESWORTH, *Greystones, Melbourne, Victoria.*
 1893 †GREENLEES, JAMES NEILSON, *Stock Exchange, Johannesburg, Transvaal.*
 1894 †GREENLEES, T. DUNCAN, M.D., *The Asylum, Fort England, Grahamstown, Cape Colony.*
 1895 GREENWOOD, G. DEAN, J.P., *Teviotdale, Canterbury, New Zealand.*
 1896 GREIG, GEORGE, *Laxapana, Maskeliya, Ceylon.*
 1903 GREENLILL, CHARLES N., *Clapham House, Dominica, West Indies.*
 1903 GREENFELL, ARTHUR PASCOE.
 1895 GREY, MAJOR RALEIGH, C.M.G., M.L.C., *Bulawayo, Rhodesia.*

Year of Election.	
1881	†GREY-WILSON, H.E. WILLIAM, C.M.G., <i>Government House, Nassau, Bahama.</i>
1879	†GRICE, JOHN, <i>Melbourne Club, Melbourne, Victoria.</i>
1885	GRIFFIN, C. T., M.R.C.S.E., L.R.C.P.E., <i>Superintending Medical Officer, Haputale, Ceylon.</i>
1882	†GRIFFITH, HON. HORACE M. BRANDFORD, C.M.G., <i>Colonial Secretary, Bathurst, Gambia.</i>
1881	GRIFFITH, THE RT. HON. SIR SAMUEL W., G.C.M.G., <i>Chief Justice, Federal High Court, Sydney, New South Wales.</i>
1883	†GRIFFITH, HIS HONOUR CHIEF JUSTICE SIR WILLIAM BRANDFORD, B.A., <i>Accra, Gold Coast Colony.</i>
1901	†GRIFFITHS, HARRY D., A.R.S.M., M.I.M.E., &c., <i>P.O. Box 2146, Johannesburg, Transvaal.</i>
1900	GRIFFITHS, CAPTAIN J. NORTON, J.P., F.G.S., M.I.M.M., <i>Salisbury Club, Rhodesia.</i>
1889	†GRIFFITHS, THOMAS GRIFF, <i>Port Elizabeth, Cape Colony.</i>
1890	GRIMANI, EDMUND HORNBY, <i>Tamsui, Formosa, China.</i>
1904	GRIMLEY, ALFRED G.
1896	GRIMMER, WM. P., <i>Salisbury, Rhodesia.</i>
1903	GRIMSHAW, HERBERT C. W., B.A. <i>Assistant District Commissioner, Cape Coast, Gold Coast Colony.</i>
1884	†GRIMWADE, HON. F. S., M.L.C., <i>Harleston, Caulfield, Melbourne, Victoria.</i>
1904	GRIMWADE, MAJOR HAROLD W., A.F.A., <i>Waveney, Hampden Road, Armadale, Melbourne, Victoria.</i>
1897	GRINTEE, REV. JOHN, <i>The Rectory, San José, Costa Rica.</i>
1897	†GROVE, DANIEL, <i>c/o K. Dunbar-Anderson, Esq., P.O. Box 4776, Johannesburg, Transvaal.</i>
1884	GEUNDY, EUSTACE BEARDOE, K.C., <i>Alexandra Chambers, Grenfell Street, Adelaide, South Australia.</i>
1902	GUBBAY, R. A., <i>8 Duddell Street, Hong Kong.</i>
1884	GUERITZ, E. P., <i>Judicial Commissioner, Sandakan, British North Borneo (Corresponding Secretary).</i>
1902	GUMPERTZ, HARRY S., <i>Rhodesia Goldfields, Limited, Salisbury, Rhodesia.</i>
1903	GUPPY, ROBERT, <i>Post Office, Accra, Gold Coast Colony.</i>
1889	GURDEN, R. L., <i>346 Flinders Street, Melbourne, Victoria.</i>
1889	†GUTHRIE, ADAM W., <i>Port Elizabeth, Cape Colony.</i>
1903	GUTTMANN, JOSEPH T., <i>P.O. Box 942, Johannesburg, Transvaal.</i>
1890	†HAARHOFF, DANIEL J., M.L.A., J.P., <i>Kimberley, Cape Colony.</i>
1895	†HACKER, REV. WILLIAM J., <i>Maritzburg, Natal.</i>
1902	HADDON, FREDERICK W., "Argus" Office, <i>Melbourne, Victoria (Corresponding Secretary).</i>
1895	HADDON-SMITH, HON. G. B., C.M.G., <i>Colonial Secretary, Freetown, Sierra Leone.</i>
1902	HADDON-SMITH, HENRY B., <i>Govt. Railway, Sekondi, Gold Coast Colony.</i>
1902	HAES, ARTHUR, <i>P.O. Box 198, Bloemfontein, Orange River Colony.</i>
1894	HAGGAET, E. A. H., <i>Kingston, Jamaica.</i>
1881	HAGUE, GEORGE, <i>Rotherwood, Redpath Street, Montreal, Canada (Corresponding Secretary).</i>
1896	HAINES, CHARLES H., M.A., M.D., <i>Princes Street, Auckland, New Zealand.</i>

Year of
Election.

1893 †HAINS, HENRY, *Rand Club, Johannesburg, Transvaal.*
 1897 HALL, REV. ALFRED, *Baydonfield, Port Elizabeth, Cape Colony.*
 1897 HALL, GODFREY, *Hororata, Canterbury, New Zealand.*
 1883 HALL, HON. SIR JOHN, K.C.M.G., *Hororata, Canterbury, New Zealand.*
 1887 HALL, WALTER R., *Wildfell, Potts Point, Sydney, New South Wales.*
 1902 HALLAM, HARRY, *Singa, Sennar, Sudan.*
 1893 HALLENSTEIN, BENDIX, *Dunedin, New Zealand.*
 1901 HALLIFAX, JAMES W., *George Town, Penang, Straits Settlements.*
 1885 HAMILTON, HON. C. BOUGHTON, C.M.G., M.E.C., *Receiver-General,
Georgetown, British Guiana (Corresponding Secretary).*
 1899 HAMILTON, DAVID, *Australasian United S. N. Co., Collins Street, Mel-
bourne, Victoria.*
 1894 HAMILTON, HENRY DE COURCY.
 1897 HAMILTON, H. W. B., *Hannan's Club, Kalgoorlie, Western Australia.*
 1889 HAMILTON, JOHN T., *Equitable Life Assurance Society of the United States,
Shanghai, China.*
 1883 HAMNETT, FREDERICK HARPER, *care of Messrs. Arbuthnot & Co., Madras.*
 1888 †HAMPSHIRE, B., *33 Mutual Buildings, Smith Street, Durban, Natal.*
 1888 †HAMPSHIRE, J. ATHERTON, *Hampson's Buildings, South St., Durban, Natal.*
 1889 †HANCOCK, EDWARD, *Rand Club, Johannesburg, Transvaal.*
 1895 HANCOCK, H. R., *Inymeade, Burnside, South Australia.*
 1897 †HANCOCK, STRANGMAN, *Jumpers Deep, Limited, Cleveland, Johannesburg,
Transvaal.*
 1899 †HANCOCK, SYDNEY, *10 Queen's Gardens, Hong Kong.*
 1885 †HANINGTON, ERNEST B. C., M.D., *Victoria, British Columbia (Corre-
sponding Secretary).*
 1897 †HANKIN, CHRISTOPHER L.
 1900 HANNA, JAMES C., *Northern Club, Auckland, New Zealand.*
 1885 †HANNAM, CHARLES, *Port Elizabeth, Cape Colony.*
 1889 †HANSEN, VIGGO J.
 1888 †HAEDIE, WILLIAM, *Fairmont P.O., Kootenay Valley, British Columbia.*
 1889 HARDING-FINLAYSON, MORGAN H., *Port of Spain, Trinidad.*
 1889 †HARDS, HARRY H., *Grahamstown, Cape Colony.*
 1886 HARDWICKE, EDWARD A., L.R.C.P., *Howick, Natal.*
 1898 HARDY, JOHN, *Printing Office Street, Maritzburg, Natal.*
 1883 HAREL, PHILLIBERT C., *Land of Plenty House, Essequibo, British Guiana.*
 1893 HARFORD, FREDERICK, M.L.C., *St. Andrew's, Grenada.*
 1902 HARMSWORTH, CAPTAIN ALFRED C., *Pearston, via Somerset East, Cape
Colony.*
 1882 †HARPER, CHARLES, M.L.A., J.P., *Guildford, Western Australia.*
 1903 HARPER, CHARLES H., B.A., *Assistant District Commissioner, Saltpond,
Gold Coast Colony.*
 1902 HARPER, NOEL G., *Haenertsburg, Transvaal.*
 1904 HARPER, J. PEASCOD, F.R.G.S., *Taiping, Perak, Federated Malay States.*
 1884 HARPER, ROBERT, M.P., *Toorak, Melbourne, Victoria.*
 1881 †HARRIS, LIEUT.-COLONEL DAVID, C.M.G., M.L.A., *Kimberley, Cape Colony.*
 1883 †HARRIS, HENRY WILLIAM J., *Kimberley, Cape Colony.*
 1896 HARRIS, JOHN MYRR, *Sulymah, Sierra Leone.*
 1901 HARRIS, LIONEL B., *Axim, Gold Coast Colony.*
 1897 HARRIS, SAUL, P.O. Box 1473, *Johannesburg, Transvaal.*

<i>Year of Election.</i>	
1903	HARRIS, WM. DUCKETT, <i>Harris Dale, Barkly West, Cape Colony.</i>
1890	†HARRISON, FRANK, <i>Farnham, Annapolis Royal, Nova Scotia.</i>
1892	HARRISON, J. H. HUGH, M.R.C.S.E., L.R.C.P., <i>Orange Walk, British Honduras.</i>
1889	†HARRISON, J. SPRANGER.
1896	HARRISON, SYDNEY T., <i>Zungeru, Northern Nigeria.</i>
1885	†HARROW, EDWIN, <i>Thedden, Richmond, Natal.</i>
1881	†HARSANT, SIDNEY B., <i>Rand Club, Johannesburg, Transvaal.</i>
1902	HART, PETER FRANCIS, <i>Sydney, New South Wales.</i>
1902	HARTLAND, JOSEPH B., <i>Bulawayo, Rhodesia.</i>
1902	HARTLEY, JAMES H., <i>Observatory, Cape Town, Cape Colony.</i>
1885	HARTLEY, COLONEL EDMUND B., V.C., C.M.G., <i>Theidy, Rondebosch, Cape Town, Cape Colony.</i>
1903	HARVEY, HARRY G. C., <i>Barrister-at-Law, Christchurch, New Zealand.</i>
1884	HARVEY, JAMES, J.P., 14 <i>National Mutual Buildings, King William Street, Adelaide, South Australia.</i>
1898	HARVEY, JOHN, <i>St. John's, Newfoundland.</i>
1882	†HARVEY, THOMAS L., <i>Kingston, Jamaica.</i>
1901	HARWIN, JOHN, <i>Sans Souci, Maritzburg, Natal.</i>
1897	HARWOOD, JOSHUA J., <i>Public Works Department, Perth, Western Australia.</i>
1903	HARWOOD, HON. THOMAS C., M.L.C., <i>Geelong, Victoria.</i>
1902	†HASSALL, RAYMOND L., 11 <i>Castlereagh Street, Sydney, New South Wales.</i>
1891	HASSARD, CHARLES, <i>Relief Works, Mushroom Valley, Winburg, Orange River Colony.</i>
1896	HASKINS, HENRY GORE, <i>Rand Club, Johannesburg, Transvaal.</i>
1898	†HATHORN, FERGUS A., <i>Villa Siloretta, Avenue du Léman, Lausanne, Switzerland.</i>
1887	HATHORN, KENNETH H., K.C., M.L.A., P.O. Box 3, <i>Maritzburg, Natal.</i>
1900	†HATHORN, K. HOWARD, B.A., P.O. Box 3, <i>Maritzburg, Natal.</i>
1884	HAVELOCK, SIR ARTHUR E., G.C.S.I., G.C.M.G., G.C.I.E.
1889	†HAWKER, EDWARD W., M.A., LL.M., <i>Adelaide Club, South Australia.</i>
1897	HAWKER, MICHAEL S., <i>Adelaide Club, South Australia.</i>
1897	HAWKER, RICHARD M., <i>Adelaide Club, South Australia.</i>
1882	HAWKES, GEORGE WRIGHT, J.F., 188 <i>Childers Street, North Adelaide, South Australia.</i>
1897	HAWKINS, ALFRED, <i>Sette Camma, Congo, West Africa.</i>
1898	HAWKINS, ISAAC T., A.M.Inst.C.E., <i>Public Works Department, Lagos, West Africa.</i>
1894	HAWTYNE, MAJOR T. M. (<i>N. Staff. Regt.</i>), <i>Umballa, India.</i>
1900	†HAY, HARRY ALGERNON, <i>Collendina, Corowa, New South Wales.</i>
1880	†HAY, HENRY, <i>Collendina, Corowa, New South Wales.</i>
1885	†HAY, JAMES, P.O. Box 152, <i>Johannesburg, Transvaal.</i>
1895	HAY, JAMES DOUGLAS, <i>Cue, Western Australia.</i>
1897	HAY, JAMES M. ALLAN, P.O. Box 48, <i>Maritzburg, Natal.</i>
1891	†HAY, JOHN, LL.D., <i>Crow's Nest, North Sydney, New South Wales.</i>
1878	†HAY, WILLIAM, <i>Wyuna, Black Street, Brighton, Melbourne, Victoria.</i>
1901	HAYES-SADLER, LIEUT.-COL. JAMES, C.B., <i>H.M. Commissioner, Uganda.</i>
1899	HAYFORD, ERNEST JAMES, M.D., M.R.C.S.E., <i>Cape Coast, Gold Coast Colony.</i>
1899	HAYFORD, REV. MARK C., D.D., F.R.G.S., <i>Cape Coast, Gold Coast Colony.</i>
1897	HAYNE, CHARLES, <i>Burg Street, Cape Town, Cape Colony.</i>

Year of
Election.

1883 HAYNES, ROBERT, *Registrar in Chancery, Bridgetown, Barbados.*
 1901 HATTER, A. C., *Transcontinental Telegraph Co., Fort Jameson, North-Eastern Rhodesia.*
 1899 †HAYWARD, FRANK E., *Messrs. J. Martin & Co., Adelaide, South Australia.*
 1889 †HAZELL, CHARLES S., *Port Elizabeth, Cape Colony.*
 1897 †HEAD, WM. BRACHY, *P. O. Box 1146, Johannesburg, Transvaal.*
 1902 †HEATLIE, ARTHUR, B.A., A.M.Inst.C.E., *Government Railways, Queenstown, Cape Colony.*
 1891 HEEDEN, GEORGE H., *Erambie, Molong, New South Wales; and Union Club.*
 1886 †HEBEON, HON. A. S., M.L.C., *Barrister-at-Law, Freetown, Sierra Leone.*
 1891 HECTOR, CAPTAIN G. NELSON, R.N.R., *Villa Nelson, Valescure, St. Raphael, France.*
 1876 *HECTOR, SIR JAMES, K.C.M.G., *Wellington, New Zealand.*
 1903 HEDLEY, T. LINTCH, *Cape Forage Co., Newlands, Cape Town, Cape Colony.*
 1889 HILLY-HUTCHINSON, H.E. THE HON. SIR WALTER F., G.C.M.G., *Government House, Cape Town, Cape Colony.*
 1886 †HEMERY, PERCY, *Assistant Receiver-General, Berbice, British Guiana.*
 1896 HEMMING, SIR AUGUSTUS W. L., G.C.M.G.
 1881 HEMMING, JOHN, *Gruhamstown, Cape Colony.*
 1902 HEMMENS, CAPTAIN R. A., *Commissioner's Office, P.O. Box 4, Cape Town, Cape Colony.*
 1889 HENDERSON, J. C. A., *Pretoria, Transvaal.*
 1889 HENDERSON, SAMUEL, *Woodford Lodge, Trinidad.*
 1900 †HENDERSON, THOMSON, *National Bank, Pretoria, Transvaal.*
 1896 HENDEIKS, A. J., *Black River, Jamaica.*
 1891 †HENNESSY, DAVID V., M.L.A., J.P., *Sydenham, St. Kilda, Melbourne, Victoria.*
 1896 HENRY, HON. JOHN, *Devonport West, Tasmania.*
 1902 HENSHALL, THOMAS, *Postmaster, Port Elizabeth, Cape Colony.*
 1899 †HERBET, REGINALD F. DE COURCY, J.P., *Plantation Springlands Berbice, British Guiana.*
 1904 HERRICK, E. J., *Tautane, Hawkes Bay, New Zealand.*
 1904 HERRICK, F. D., *Tautane, Hawkes Bay, New Zealand.*
 1903 HERSHENSOHN, ALLAN C., *P.O. Box 2540, Johannesburg, Transvaal.*
 1903 HERTSLER, PERCY, I.S.O., J.P., *Collector of Customs, Johannesburg, Transvaal.*
 1903 HEUSSLER, CHRISTIAN A., *c/o Kiss Schlesinger, Smerno-gorsk, Altai Siberia.*
 1893 HEWICK, HON. MR. JUSTICE JOHN E., *Georgetown, British Guiana.*
 1902 HEYDEMAN, HARRY, A.M.I.Mech.E., *Ladybrand, Orange River Colony.*
 1900 HICKMAN, W. ALBERT, B.Sc., *St. John, New Brunswick.*
 1898 HICKS, HERBERT G., *Oudtshoorn, Cape Colony.*
 1903 HICKS-BRATT, ALEXANDER H., *Customs Department, Old Calabar Southern Nigeria.*
 1888 †HIDDINGH, J. M. F., *care of Standard Bank, Cape Town, Cape Colony.*
 1886 †HIDDINGH, MICHAEL, F.C.S., *Newlands, Cape Colony.*
 1893 HIDDINGH, WILLIAM, *Barrister-at-Law, Cape Town, Cape Colony.*
 1883 †HIGHETT, JOHN MOORE.
 1903 HILDRETH, HAROLD C., F.R.C.S.Edin.

<i>Year of Election.</i>	
1892	HILL, CHARLES WM., <i>Assistant Treasurer, Accra, Gold Coast Colony.</i>
1887	HILL, HON. EDWARD C. H., <i>Auditor-General, Singapore.</i>
1902	HILL, J. WOODWARD, A.M.Inst.C.E., <i>City Engineer's Office, Bloemfontein, Orange River Colony.</i>
1901	HILL, LIBUT.-COLONEL THOMAS ALEXANDER, <i>Bloemfontein, Orange River Colony.</i>
1887	HILL, LUKE M., A.M.Inst.C.E., <i>Georgetown, British Guiana.</i>
1888	†HILL, THOMAS HESLOP, <i>Sungei Ujong, Federated Malay States.</i>
1891	HILL, WAEDROP M., <i>Queensland Club, Brisbane, Queensland.</i>
1900	†HILLIARD, CHARLES H., <i>Resident Magistrate, Sutherland, Cape Colony.</i>
1904	HILLMAN, SELIG, <i>Norvals Pont, Cape Colony.</i>
1904	HILLMAN, WOLF, <i>Norvals Pont, Cape Colony.</i>
1889	HILLS, T. AGG, 31 Queen Street, <i>Melbourne, Victoria.</i>
1901	HILLYER, W. HENRY, M.R.C.S., L.R.C.P., <i>c/o J. H. Cheetham, Esq., Cape Coast, Gold Coast Colony.</i>
1898	†HILTON, THOMAS J., <i>York Island, Sherbro, Sierra Leone.</i>
1903	HIME, LIEUT.-COLONEL RIGHT HON. SIR ALBERT H., K.C.M.G., M.L.A., <i>Maritzburg, Natal.</i>
1903	HIRSCH, AUGUST, <i>Port Elizabeth, Cape Colony.</i>
1902	†HIRSCHHORN, FRIEDRICH, 10 Christian Street, <i>Kimberley, Cape Colony.</i>
1888	†HITCHINS, CHARLES, M.L.A., <i>African Boating Co., Point, Durban, Natal.</i>
1897	HITCHINS, JOHN F., <i>Penlee, Ridge Road, Durban, Natal.</i>
1904	HIXSON, EDWARD M., C.E., <i>Secondi, Gold Coast Colony.</i>
1902	HOCHELD, SIGMUND, P.O. Box 26, <i>Cape Town, Cape Colony.</i>
1902	HOCKEN, THOMAS M., M.R.C.S.E., F.L.S., <i>Dunedin, New Zealand.</i>
1902	†HOCKLY, DANIEL EDWARD, <i>East London, Cape Colony.</i>
1884	HODGSON, H.E. SIR FRDERIC M., K.C.M.G., <i>Government House, Georgetown, British Guiana.</i>
1894	†HOEY, UNG BOE, <i>Penang, Straits Settlements.</i>
1901	HOFMEYR, ADRIAN J. L., <i>Wynberg, Cape Colony.</i>
1897	†HOFMEYR, HENRY J., B.A., P.O. Box 3357, <i>Johannesburg, Transvaal.</i>
1885	HOFMEYR, HON. J. H., <i>Avond Rush, Stephan Street, Cape Town, Cape Colony.</i>
1896	HOLDSHIP, THOMAS H., <i>Australian Club, Sydney, New South Wales.</i>
1894	HOLE, HUGH MARSHALL, <i>Civil Commissioner, Bulawayo, Rhodesia.</i>
1903	HOLGATE, GEORGE, <i>Maritzburg, Natal.</i>
1889	HOLLAND, CUYLER A., <i>care of British Columbia Land Co., Victoria, British Columbia.</i>
1901	HOLLAND, HON. CHARLES THEODORE, M.L.C., J.P., <i>c/o Charterland Gold-fields, Limited, Bulawayo, Rhodesia.</i>
1903	HOLLANDER, FELIX CHARLES, 384 West Street, <i>Durban, Natal.</i>
1898	†HOLLIDAY, CECIL, 293 Church Street, <i>Maritzburg, Natal.</i>
1889	†HOLLINS, RICHARD R., P.O. Box 289, <i>Johannesburg, Transvaal and Pretoria.</i>
1896	†HOLLIS, A. CLAUD, <i>Secretary to Administration, Mombasa, East Africa.</i>
1904	HOLMES, CHARLES WILLIAM, 202 Longmarket Street, <i>Maritzburg, Natal.</i>
1889	HOLMES, JOHN R., <i>District Judge, Limassol, Cyprus.</i>
1904	HOLMES, WILLIAM, <i>West Street, Durban, Natal.</i>
1902	HOLMES, WM. J., <i>Upington, Cape Colony.</i>
1891	HOLROYD, HON. JUSTICE SIR EDWARD D., <i>Melbourne, Victoria.</i>
1887	†HOLT, WALTER H., J.P., <i>Australian Club, Sydney, New South Wales.</i>

Year of
Election.

1894	HULTON, HAROLD, <i>Vancouver, British Columbia.</i>
1889	†HOMAN, LEONARD E. B., <i>P.O. Box 178, Johannesburg, Transvaal.</i>
1902	HOOD, A. JARVIE, M.B., C.M., <i>127 Macquarie Street, Sydney, New South Wales.</i>
1898	HOOD, WM. ACLAND, <i>St. Audries, Gisborne, New Zealand.</i>
1904	†HOKE, AUGUSTUS, JR., <i>Union Club, Sydney, New South Wales.</i>
1902	HOOPER, RAYMOND E., <i>364 Smith Street, Durban, Natal.</i>
1884	†HOPE, C. H. S.
1884	†HOPE, JAMES WILLIAM, M.R.C.P., <i>Fremantle, Western Australia.</i>
1888	HOPELY, HON. MR. JUSTICE WILLIAM M., <i>Kimberley, Cape Colony.</i>
1883	†HORDEEN, EDWARD CARE, <i>211 Pitt Street, Sydney, New South Wales.</i>
1897	†HORDEEN, SAMUEL, <i>Retrod Hall, Darling Point, Sydney, New South Wales.</i>
1892	HORN, THOMAS SUTHERLAND, <i>Adelaide, South Australia.</i>
1901	†HORNBY, WILLIAM F., <i>Chellow Dean, Bloemfontein, Orange River Colony.</i>
1898	HORNBY-PORTER, CHARLES, <i>Colonial Secretariat, Lagos, West Africa.</i>
1890	†HORNABROOK, CHARLES A., <i>Gilles Street, Adelaide, South Australia.</i>
1897	HOSE, RT. REV. GEORGE F., D.D., <i>Lord Bishop of Singapore and Sarawak, Bishop's House, Singapore.</i>
1896	HOSKEN, HON. WILLIAM, M.L.C., <i>P.O. Box 667, Johannesburg, Transvaal.</i>
1884	†HOSMER, LT.-COLONEL EDWARD A. C., <i>Virden, Manitoba, Canada.</i>
1900	HOUGH, T. F., <i>8 Des Vœux Rd. Central, Hong Kong.</i>
1894	HOWARD, JOHN WM., <i>Bulawayo, Rhodesia.</i>
1898	HOWE, CHARLES, <i>P.O. Box 6168, Johannesburg, Transvaal.</i>
1899	HOWELL, HENRY SPENCER, <i>Stonyhurst, Galt, Ontario, Canada.</i>
1904	HOY, G. FREDERICK, <i>Port Elizabeth, Cape Colony.</i>
1902	HOYLE, HERBERT H. A., <i>Ibadan, Lagos, West Africa.</i>
1903	†HOYLE, JAMES J., <i>P.O. Box 744, Johannesburg, Transvaal.</i>
1903	†HUBBORD, ARTHUR G., <i>Government Railway, Lagos, West Africa.</i>
1898	HUDSON, HIS HONOUR ARTHUR, <i>Circuit Judge, Freetown, Sierra Leone.</i>
1894	†HUDSON, WALTER E., <i>P.O. Box 189, Johannesburg, Transvaal.</i>
1899	HUGGINS, HENRY D., <i>Stipendiary Justice, Cedros, Trinidad.</i>
1903	HUGHES, FRANK G., <i>Town Hall, Salisbury, Rhodesia.</i>
1901	HUGHES, LIEUT.-COLONEL FREDERIC G., D.A.A.G., <i>395 Collins Street, Melbourne, Victoria.</i>
1901	†HUGHES, HUGH STANLEY, <i>Minnewater, Kuranda, Queensland.</i>
1887	†HUGHES-HUGHES, T. W.
1894	HULETT, GEORGE HERBERT, <i>Advocate of the Supreme Court, Verulam, Natal.</i>
1884	HULETT, HON. SIR JAMES LIEGE, M.L.A., J.P., <i>Kearsney, Nonoti, Natal.</i>
1902	†HULETT, HORACE B., <i>Kearsney, Nonoti, Natal.</i>
1887	HULL, GEORGE H., <i>The Lodge, Belgravia, Kimberley, Cape Colony.</i>
1901	†HULL, HON. HENRY C., M.L.C., <i>P.O. Box 948, Johannesburg, Transvaal.</i>
1903	HULSTON, JOHN, <i>319 Smith Street, Durban, Natal.</i>
1901	HUMBY, ALBERT J., M.Inst.C.E., <i>Government Railways, Maritzburg, Natal.</i>
1901	HUMPHREYS, GEORGE, <i>Cathedral Square, Christchurch, New Zealand.</i>
1880	HUMPHREYS, OCTAVIUS, <i>Chief Registrar of the Supreme Court of the Leeward Islands, St. John's, Antigua.</i>
1889	HUNT, WALTER R., <i>Auditor-General, Nassau, Bahamas.</i>
1883	HUNTER, CHARLES THOMSON, <i>Belize, British Honduras.</i>
1889	HUNTER, SIR DAVID, K.C.M.G., <i>Government Railways, Durban, Natal.</i>

<i>Year of Election.</i>	
1892	HILL, CHARLES WM., <i>Assistant Treasurer, Accra, Gold Coast Colony.</i>
1887	HILL, HON. EDWARD C. H., <i>Auditor-General, Singapore.</i>
1902	HILL, J. WOODWARD, A.M.Inst.C.E., <i>City Engineer's Office, Bloemfontein, Orange River Colony.</i>
1901	HILL, LIBUT.-COLONEL THOMAS ALEXANDER, <i>Bloemfontein, Orange River Colony.</i>
1887	HILL, LUKE M., A.M.Inst.C.E., <i>Georgetown, British Guiana.</i>
1888	†HILL, THOMAS HESLOP, <i>Sungei Ujong, Federated Malay States.</i>
1891	HILL, WARDROP M., <i>Queensland Club, Brisbane, Queensland.</i>
1900	†HILLIARD, CHARLES H., <i>Resident Magistrate, Sutherland, Cape Colony.</i>
1904	HILLMAN, SELIG, <i>Norvals Pont, Cape Colony.</i>
1904	HILLMAN, WOLF, <i>Norvals Pont, Cape Colony.</i>
1889	HILLS, T. AGG, 31 Queen Street, <i>Melbourne, Victoria.</i>
1901	HILLYER, W. HENRY, M.R.C.S., L.R.C.P., <i>... also ... Vice-Chairman for the Coast, Gold Coast Colony, Rondebosch, Cape Colony.</i>
1886	—HUTTON, THOMAS, M.A., <i>Registrar, Supreme Court, Gibraltar.</i>
1887	†HUTTON, J. MOUNT, <i>Johannesburg Club, P.O. Box 3720, Johannesburg, Transvaal.</i>
1892	HUTTON, WILLIAM, <i>Resident J.P., Komati Poort, Transvaal.</i>
1900	HUXTABLE, F. W., <i>P.O. Box 2682, Johannesburg, Transvaal.</i>
1885	†HYAM, ABRAHAM, <i>P.O. Box 234, Kimberley, Cape Colony.</i>
1897	IEVENS, ROBERT LANCELOT, <i>Mount Iverson, Royal Park, Melbourne, Victoria.</i>
1884	IKIN, REV. ALFRED, D.D., <i>Point, Natal.</i>
1898	IMPEY, SAMUEL P., M.D., C.M., <i>Cape Town, Cape Colony.</i>
1880	IM THURN, H.E. EVERARD F., C.B., C.M.G., <i>Government House, Suva, Fiji.</i>
1894	†INGLIS, JAMES, 60 York Street, <i>Sydney, New South Wales.</i>
1896	INGLIS, WM. WOOD, <i>P.O. Box 2056, Johannesburg, Transvaal.</i>
1901	†INKSETTER, WM. ELLSWORTH, M.D., <i>Alajuela, Costa Rica.</i>
1895	INNIS, THOMAS WALBOND, <i>Britannia Estate, Mauritius.</i>
1891	I'ONS, FREDERICK F., <i>Lincoln Hotel, Durban, Natal.</i>
1901	IRELAND, PROFESSOR ALLEYNE, <i>The University, Chicago; and St. Botolph Club, Boston, Mass., U.S.A.</i>
1892	IRELAND, J. S. A., M.B. (<i>Surgeon Superintendent, Indian Emigration Service).</i>
1891	IRVINE, HON. HANS W. H., M.L.C., <i>Great Western Vineyard, Victoria.</i>
1904	†IRVINE, HON. WM. HILL, M.L.A., <i>462 Little Collins Street, Melbourne, Victoria.</i>
1891	IRVING, ROBERT J.
1897	ISAAC, GEORGE MICHAEL, <i>P.O. Box 3110, Johannesburg, Transvaal.</i>
1886	†ISAACS, DAVID, <i>P.O. Box 490, Cape Town, Cape Colony.</i>
1891	ISAACS, EMANUEL, <i>P.O. Box 1, Mafeking, Cape Colony.</i>
1901	ISEMONGER, FRANCIS M., <i>District Magistrate, Beaufort, British N. Borneo.</i>
1902	JACK, WM. LANGLANDS, <i>60 Market Street, Melbourne, Victoria.</i>
1899	†JACKSON, CECIL GOWER, J.P., <i>Magistrate, Durban, Natal.</i>
1881	JACKSON, H.E. SIR HENRY M., K.C.M.G., <i>Government House, Port of Spain, Trinidad.</i>
1890	JACKSON, ROBERT E., K.C., <i>Victoria, British Columbia.</i>

Year of Election.	
1894	HOLTON, HAROLD, <i>Vancouver, British Columbia.</i>
1889	†HOMAN, LEONARD E. B., <i>P.O. Box 178, Johannesburg, Transvaal.</i>
1902	<i>Hood, A. JARVIE, M.B., C.M., 137 Macquarie Street, Sydney, New South Wales.</i>
1898	<i>Hood, Wm. ACLAND, St. Audries, Gisborne, New Zealand.</i>
1904	<i>†HOKE, AUGUSTUS, JR., Union Club, Sydney, New South Wales.</i>
1902	<i>HOOPER, RAYMOND E., 364 Smith Street, Durban, Natal.</i>
1884	<i>†HOPE, C. H. S.</i>
1884	<i>†HOPE, JAMES WILLIAM, M.R.C.P., Fremantle, Western Australia.</i>
1888	<i>HOPEY, HON. MR. JUSTICE WILLIAM M., Kimberley, Cape Colony.</i>
1883	<i>†HORDEEN, EDWARD CAER, 211 Pitt Street, Sydney, New South Wales.</i>
1897	<i>†HORDEEN, SAMUEL, Retford Hall, Darling Point, Sydney, New South Wales.</i>
1892	<i>HORNBY, THOMAS, STUPLAND, Adelaide, South Australia.</i>
1881	<i>†JAMESON, HON. L. S., C.B., M.A., Bloemfontein, Orange River Colony.</i>
1895	<i>JAMESON, HON. ROBERT, M.L.C., Durban, Natal.</i>
1897	<i>JAMIESON, EDMUND C., P.O. Box 857, Johannesburg, Transvaal.</i>
1897	<i>JAMIESON, GEORGE, C.M.G.</i>
1897	<i>JAMIESON, JOHN H., P.O. Box 2576, Johannesburg, Transvaal.</i>
1886	<i>†JAMIESON, M. B., C.E., 39 Queen Street, Melbourne, Victoria.</i>
1903	<i>JANION, E. M., Chartered Bank of India, Penang, Straits Settlements.</i>
1895	<i>JARDINE, JOHN F., Hawkes Bay Club, Napier, New Zealand.</i>
1882	<i>JARRETT, MICHAEL LEWIS, M.R.C.S.E., L.R.C.P. (Edin.), British Sherbro, West Africa.</i>
1904	<i>JEFFARES, JOHN L. S., B.Sc., A.M.Inst.C.E., Komgha, Cape Colony.</i>
1894	<i>JEFFRAY, ALAN, c/o Australian Estates & Mortgage Co., Townsville, Queensland.</i>
1893	<i>JENKINS, ARTHUR ROGERS, West Street, Durban, Natal.</i>
1900	<i>JENKINS, GEORGE H. V., Herbert Park, Armidale, New South Wales.</i>
1872	<i>†JENKINS, H. L., Indian Civil Service.</i>
1889	<i>†JEPPE, CARL, Barrister-at-Law, City Club, Cape Town, Cape Colony.</i>
1882	<i>†JEPPE, JULIUS, Danish Consul, 32 Shortmarket Street, Cape Town, Cape Colony.</i>
1895	<i>†JEPPE, JULIUS, JUN., P.O. Box 80, Johannesburg, Transvaal.</i>
1895	<i>†JOEL, LOUIS, P.O. Box 232, Johannesburg, Transvaal.</i>
1904	<i>†JOFFE, MAX F., P. O. Box 667, Pretoria, Transvaal.</i>
1897	<i>JOHNSON, HON. EDWARD O., Colonial Treasurer, Freetown, Sierra Leone.</i>
1893	<i>†JOHNSON, FRANK W. F., Salisbury, Rhodesia.</i>
1904	<i>JOHNSON, PERCY Viner, Assistant Magistrate, Boshof, Orange River Colony.</i>
1904	<i>JOHNSON, PHILIP H., South African Road Transport Co., Kroonstad, Orange River Colony.</i>
1902	<i>JOHNSON, SYDNEY N., Charters Towers, Queensland.</i>
1894	<i>JOHNSTON, HON. C. J., M.L.C., Wellington, New Zealand.</i>
1891	<i>†JOHNSTON, DAVID W., M.D., P.O. Box 2022, Johannesburg, Transvaal.</i>
1896	<i>JOHNSTON, D. HOPE, c/o Bank of Australasia, Sydney, New South Wales.</i>
1889	<i>†JOHNSTON, JAMES, J.P., Oakbank, Mount Barker, South Australia.</i>
1899	<i>JOHNSTON, J. BARRE, 20 Loftus Street, Sydney, New South Wales.</i>
1904	<i>JOHNSTON, JAMES LYON, African Banking Corporation, Cape Town, Cape Colony.</i>

Year of
Election.

1884	HUNTER, HAMILTON, C.M.G., <i>H.B.M. Consul, Tonga, Friendly Islands.</i>
1898	†HUNTER, JAMES M., <i>Government Railways, Durban, Natal.</i>
1899	HUNTER, JOSEPH, <i>Victoria, British Columbia.</i>
1896	†HUNTER, THOMAS A., <i>27 Octagon, Dunedin, New Zealand.</i>
1903	HUNTER, WILLIAM M., <i>161 Loop Street, Maritzburg, Natal.</i>
1897	HURRELL, WILLIAM, <i>Gwelo, Rhodesia.</i>
1901	HUTCHISON, DUNCAN, P.V.S., <i>Agricultural Department, Cape Town, Cape Colony.</i>
1903	HUTCHINGS, C., <i>Vita Rewi, Fiji.</i>
1900	HUTCHINSON, ELLIOTT ST. M., <i>P.O. Box 6484, and Mutual Buildings, Commissioner Street, Johannesburg, Transvaal.</i>
1897	HUTCHINSON, HIS HONOUR CHIEF JUSTICE SIR JOSEPH T., M.A., <i>Nicosia, Cyprus.</i>
1901	HUTSON, HON. EYEE, <i>Colonial Secretary, Hamilton, Bermuda.</i>
1883	HUTTON, HON. CHARLES WILLIAM, <i>Rondebosch, Cape Colony.</i>
1893	HUTTON, EDWARD M., M.A., <i>Registrar, Supreme Court, Gibraltar.</i>
1887	†HUTTON, J. MOUNT, <i>Johannesburg Club, P.O. Box 3720, Johannesburg, Transvaal.</i>
1892	HUTTON, WILLIAM, <i>Resident J.P., Komati Poort, Transvaal.</i>
1900	HUXTABLE, F. W., <i>P.O. Box 2682, Johannesburg, Transvaal.</i>
1885	†HYAM, ABRAHAM, <i>P.O. Box 234, Kimberley, Cape Colony.</i>
1897	IEVERS, ROBERT LANCELOT, <i>Mount Ievers, Royal Park, Melbourne, Victoria.</i>
1884	IKIN, REV. ALFRED, D.D., <i>Point, Natal.</i>
1898	IMPEY, SAMUEL P., M.D., C.M., <i>Cape Town, Cape Colony.</i>
1880	IM THURN, H.E. EVERARD F., C.B., C.M.G., <i>Government House, Suva, Fiji.</i>
1894	†INGLIS, JAMES, <i>60 York Street, Sydney, New South Wales.</i>
1896	INGLIS, WM. WOOD, <i>P.O. Box 2056, Johannesburg, Transvaal.</i>
1901	†INKSETTER, WM. ELLSWORTH, M.D., <i>Alajuela, Costa Rica.</i>
1895	INNIS, THOMAS WALBOND, <i>Britannia Estate, Mauritius.</i>
1891	I'ONS, FREDERICK F., <i>Lincoln Hotel, Durban, Natal.</i>
1901	IRELAND, PROFESSOR ALLEYNE, <i>The University, Chicago; and St. Botolph Club, Boston, Mass., U.S.A.</i>
1892	IRELAND, J. S. A., M.B. (<i>Surgeon Superintendent, Indian Emigration Service.</i>)
1891	IRVINE, HON. HANS W. H., M.L.C., <i>Great Western Vineyard, Victoria.</i>
1904	†IRVINE, HON. WM. HILL, M.L.A., <i>462 Little Collins Street, Melbourne, Victoria.</i>
1891	IRVING, ROBERT J.
1897	ISAAC, GEORGE MICHAEL, <i>P.O. Box 3110, Johannesburg, Transvaal.</i>
1886	†ISAACS, DAVID, <i>P.O. Box 490, Cape Town, Cape Colony.</i>
1891	ISAACS, EMANUEL, <i>P.O. Box 1, Mafeking, Cape Colony.</i>
1901	ISEMONGER, FRANCIS M., <i>District Magistrate, Beaufort, British N. Borneo.</i>
1902	JACK, WM. LANGLANDS, <i>60 Market Street, Melbourne, Victoria.</i>
1899	†JACKSON, CECIL GOWER, J.P., <i>Magistrate, Durban, Natal.</i>
1881	JACKSON, H.E. SIR HENRY M., K.C.M.G., <i>Government House, Port of Spain, Trinidad.</i>
1890	JACKSON, ROBERT E., K.C., <i>Victoria, British Columbia.</i>

Year of
Election.

1902	†JACKSON, THOMAS A., 305 Bulwer Street, Maritzburg, Natal.
1897	†JACOB, WILLIAM F., Feilding, New Zealand.
1901	JACOBS, DAVID M., P.O. Box 230, Salisbury, Rhodesia.
1883	†JACOBS, ISAAC, 72 Queen Street, Melbourne, Victoria.
1897	JAGGER, JOHN WM. M.L.A., Cape Town, Cape Colony.
1876	†JAMES, J. WILLIAM, F.G.S., Tanasari, Blakehurst, Sydney, New South Wales.
1897	JAMES, RUDOLPH, c/o F. H. Hamilton, Esq., Audit Department, Pretoria, Transvaal.
1893	JAMESON, HON. ADAM, M.D., Commissioner of Lands, Pretoria, Transvaal.
1900	JAMESON, CHARLES S., 354 West Street, Durban, Natal.
1895	JAMESON, GEORGE, Mostyn, Springston, Canterbury, New Zealand.
1899	JAMESON, HENRY LYSTER, B.A., Ph.D., Education Office, Maritzburg, Natal.
1901	JAMESON, JOHN W. DALE, The Club, Bulawayo, Rhodesia.
1881	†JAMESON, HON. L. S., C.B., M.L.A., M.D., Cape Town, Cape Colony.
1895	JAMESON, HON. ROBERT, M.L.C., Durban, Natal.
1897	JAMESON, EDMUND C., P.O. Box 357, Johannesburg, Transvaal.
1897	JAMESON, GEORGE, C.M.G.
1897	JAMESON, JOHN H., P.O. Box 2576, Johannesburg, Transvaal.
1886	†JAMESON, M. B., C.E., 39 Queen Street, Melbourne, Victoria.
1903	JANION, E. M., Chartered Bank of India, Penang, Straits Settlements.
1895	JARDINE, JOHN F., Hawkes Bay Club, Napier, New Zealand.
1882	JARRETT, MICHAEL LEWIS, M.R.C.S.E., L.R.C.P. (Edin.), British Sherbro, West Africa.
1904	JEFFARES, JOHN L. S., B.Sc., A.M.Inst.C.E., Komgha, Cape Colony.
1894	JEFFRAY, ALAN, c/o Australian Estates & Mortgage Co., Townsville, Queensland.
1893	JENKINS, ARTHUR ROGERS, West Street, Durban, Natal.
1900	JENKINS, GEORGE H. V., Herbert Park, Armidale, New South Wales.
1872	†JENKINS, H. L., Indian Civil Service.
1889	†JEPPE, CARL, Barrister-at-Law, City Club, Cape Town, Cape Colony.
1882	†JEPPE, JULIUS, Danish Consul, 32 Shortmarket Street, Cape Town, Cape Colony.
1895	†JEPPE, JULIUS, JUN., P.O. Box 60, Johannesburg, Transvaal.
1895	JOEL, LOUIS, P.O. Box 232, Johannesburg, Transvaal.
1904	†JOFFE, MAX F., P. O. Box 667, Pretoria, Transvaal.
1897	JOHNSON, HON. EDWARD O., Colonial Treasurer, Freetown, Sierra Leone.
1893	†JOHNSON, FRANK W. F., Salisbury, Rhodesia.
1904	JOHNSON, PERCY Viner, Assistant Magistrate, Boshof, Orange River Colony.
1904	JOHNSON, PHILIP H., South African Road Transport Co., Kroonstad, Orange River Colony.
1902	JOHNSON, SYDNEY N., Charters Towers, Queensland.
1894	JOHNSTON, HON. C. J., M.L.C., Wellington, New Zealand.
1891	†JOHNSTON, DAVID W., M.D., P.O. Box 2022, Johannesburg, Transvaal.
1896	JOHNSTON, D. HOPE, c/o Bank of Australasia, Sydney, New South Wales.
1889	†JOHNSTON, JAMES, J.P., Oakbank, Mount Barker, South Australia.
1899	JOHNSTON, J. BARRE, 20 Loftus Street, Sydney, New South Wales.
1904	JOHNSTON, JAMES LYON, African Banking Corporation, Cape Town, Cape Colony.

Year of
Election.

1889 JOHNSTON, PERCIVAL, J.P., care of Messrs. Jones & Jones, Lincoln's Inn Chambers, Elizabeth Street, Sydney, New South Wales.

1885 JOHNSTON, SYDNEY, Napier, New Zealand.

1885 JOHNSTON, HON. WALTER WOODS, M.H.R., Wellington, New Zealand.

1898 JOHNSTONE, GEORGE W., L.R.C.P., L.R.C.S., Taiping, Perak, Federated Malay States.

1890 JOHNSTONE, ROBERT, Board of Supervision, Kingston, Jamaica.

1899 JOLLY, LESLIE, M.Aus.I.M.E., Launceston, Tasmania.

1903 JONES, ALBERT H., Bank of British West Africa, Cape Coast, Gold Coast Colony.

1901 JONES, EDWARD LLOYD, Hatherley, Homebush Road, Strathfield, Sydney, New South Wales.

1889 †JONES, EVAN H., J.P., Kimberley, Cape Colony.

1898 JONES, JAMES, 5 Commercial Street, Cape Town, Cape Colony.

1891 JONES, JOHN R., P.O. Box 966, Pretoria, Transvaal.

1882 JONES, OSWALD, Hamilton, Bermuda.

1884 JONES, PHILIP SYDNEY, M.D., 16 College Street, Sydney, New South Wales.

1896 JONES, COMMANDER R. D. PAGET, Marine Supt., Lokoja, Northern Nigeria.

1898 JONES, RICHARD EVAN, Cape Coast, Gold Coast Colony.

1873 JONES, HON. MR. JUSTICE S. TWENTYMAN, Grahamstown, Cape Colony.

1882 JONES, HON. MR. JUSTICE W. H. HYNDMAN, Penang, Straits Settlements.

1897 †JONES, HIS GRACE WILLIAM WEST, D.D., Lord Archbishop of Cape Town, Bishop's Court, Claremont, Cape Colony.

1890 JONES, WM. HERBERT, 278 Collins Street, Melbourne, Victoria.

1903 JOSEPH, SHIM B., P.O. Box 723, Cape Town, Cape Colony.

1899 JUDSON, DANIEL, J.P., Bulawayo, Rhodesia.

1886 JUTA, HON. SIR HENRY H., K.C., M.L.A., Cape Town, Cape Colony.

1899 †KATER, NORMAN W., M.B., C.M., Australian Club, Sydney, New South Wales.

1901 †KAYSER, CHARLES F., Port Elizabeth, Cape Colony.

1904 KEEGAN, LAURENCE E., B.A., M.D., St. Johns, Newfoundland.

1894 †KEENAN, JAMES, F.R.C.S.I., Rand Club, Johannesburg, Transvaal.

1902 KEEP, ERNEST E., Witch Wood, South Yarra, Melbourne, Victoria; and Australian Club.

1885 KEEP, JOHN, Sydney, New South Wales.

1889 †KEIGWIN, THOMAS HENRY, 308 George Street, Sydney, New South Wales.

1889 †KEITH, JOHN T., Port Elizabeth, Cape Colony.

1902 KEITH-FRASER, C. D., Tongaat, Natal.

1904 KELLY, BENJAMIN S., 182 Loop Street, Maritzburg, Natal.

1900 †KELLY, GEORGE C., Mont Alto, Toorak, Melbourne, Victoria.

1896 KELLY, HIS HONOUR CHIEF JUSTICE HENRY G., Forcados, Southern Nigeria.

1884 †KELLY, JAMES JOHN.

1889 †KELTY, WILLIAM, Department of Public Works, Perth, Western Australia.

1902 KEMPE, ROBERT, Government Railway Construction, Bo, Sierra Leone.

1877 KEMSLEY, JAMES, Port Elizabeth, Cape Colony.

1883 KENNEDY, JAMES HUTCHINSON, Master of the High Court, Salisbury, Rhodesia.

1903 KENNELLY, DAVID J., K.C., Louisburg, Nova Scotia.

1884 KENNY, W., M.D. (Surgeon Superintendent, Indian Emigration Service).

1898 KENWAY, PHILIP T., Gisborne, New Zealand.

Year of Election.	
1886	KERMODE, ROBERT, <i>Mona Vale, Tasmania.</i>
1900	KERR, DAVID, <i>Abergeldie Estate, Watawala, Ceylon.</i>
1903	KERR, JOHN WISHART, M.B., <i>Government Medical Officer, Cape Coast, Gold Coast Colony.</i>
1888	†KERRY, T. C., <i>Sutton Lodge, Remmuaaa, Auckland, New Zealand.</i>
1902	KESSLER, CAPTAIN ROBERT C., F.R.G.S., <i>c/o Messrs. King & Sons, Castle Buildings, Durban, Natal.</i>
1903	KETTLEWELL, JOHN W., <i>273 George Street, Sydney, New South Wales.</i>
1895	KEWLEY, CHARLES, M.A., <i>P.O. Box 22, Winburg, Orange River Colony.</i>
1882	†KEYNES, RICHARD R., <i>Keyneion, South Australia.</i>
1892	†KIDDLE, WILLIAM, <i>Walbundrie Station, Albury, New South Wales.</i>
1886	KILBY, HENRY G., <i>Bentham, Hunters Hill, Sydney, New South Wales.</i>
1901	†KING, ARTHUR S., <i>Nelson, Cairns, Queensland.</i>
1901	KING, HARVEY, <i>Cariblanc, Costa Rica.</i>
1898	†KING, KELSO, <i>120 Pitt Street, Sydney, New South Wales; and Australian Club.</i>
1888	KING, HON. PHILIP G., M.L.C., <i>Banksia, Double Bay, Sydney, New South Wales.</i>
1897	KINSMAN, W. H., <i>P.O. Box 6, Durban, Natal.</i>
1902	†KIRKCALDY, NORMAN M., M.A.Inst.M.E., <i>Dunedin, New Zealand.</i>
1901	†KIRKCALDY, WM. MELVILLE, F.S.S., <i>Dunedin, New Zealand.</i>
1897	†KIRKEE, JAMES, <i>South British Insurance Co., Auckland, New Zealand.</i>
1897	KIRTON, CAPTAIN GEORGE, <i>Feilding, New Zealand.</i>
1902	KIRTON, WALTER, J.P., <i>H.M. Inspector of Machinery, Pretoria, Transvaal.</i>
1894	KITCHEN, JOHN H., <i>c/o The Sydney Soap and Candle Co., Ltd., 337 Kent Street, Sydney, New South Wales.</i>
1886	KITHER, WILLIAM, <i>Glenelg, South Australia.</i>
1878	KINSVETT, J. S. K. DE, <i>2 Rue de Loxum, Brussels.</i>
1903	KNIPE, CAPTAIN RODERICK E., <i>Naval and Military Club, 178 Collins Street, Melbourne, Victoria.</i>
1883	KNIGHT, ARTHUR, <i>Audit Office, Singapore.</i>
1902	†KNIGHTS, RICHARD, A.M.Inst.C.E., <i>Government Railway, Obuassi, Gold Coast Colony.</i>
1902	†KNOBEL, JOHAN B., M.B., L.R.C.S., <i>P.O. Box 179, Pretoria, Transvaal.</i>
1896	KNOLLYS, H.E. SIR COURtenay C., K.C.M.G., <i>Government House, St. John's, Antigua.</i>
1887	KNOX, WILLIAM, M.P., <i>74 Queen Street, Melbourne, Victoria.</i>
1893	†KÖNIG, PAUL, <i>Beau Bassin, Mauritius.</i>
1890	†KÖHLER, HON. CHARLES W. H., M.L.C., <i>Riverside, Paarl, Cape Colony.</i>
1896	KOLL, OTTO H., <i>Imperial Hotel, Maritzburg, Natal.</i>
1890	†KOTHARI, JEHANGIR H., <i>Karachi, India.</i>
1876	†KRIEL, REV. H. T., <i>Bloemfontein, Orange River Colony.</i>
1889	†KUHE, HENRY R., <i>Port Elizabeth, Cape Colony.</i>
1882	KYSH, JAMES WM. NORTON, <i>Registrar of the Courts, Hong Kong.</i>
1902	LABOerde, ARTHUR L. C., <i>Post Office, Lagos, West Africa.</i>
1883	†LAGDEN, HON. SIR GODFREY YEATMAN, K.C.M.G., <i>Commissioner for Native Affairs, Pretoria, Transvaal.</i>
1900	LAING, DAVID WILLIAM, <i>c/o Messrs. Caston & Davidson, Gympie, Native Queensland.</i>

Year of
Election:

1904 LAMB, HENRY J., *P.O. Box 1244, Johannesburg, Transvaal.*
 1889 LAMB, TOMPSON, *Liverpool Street, Dunedin, New Zealand.*
 1895 LAMINGTON, H.E. THE RIGHT HON. LORD, G.C.M.G., G.C.I.E., *Government House, Bombay.*
 1880 LAMPREY, LIBUT.-COLONEL J. J., R.A.M.C., F.R.G.S.
 1898 LANCE, WILLIAM F., *P.O. Box 744, Johannesburg, Transvaal.*
 1880 LANDALE, ALEXANDER, *Aroona, Toorak, Melbourne, Victoria.*
 1885 LANDALE, R. HUNTER, *Deniliquin, New South Wales.*
 1901 LANDAU, MORRIS M., *P.O. Box 347, Bulawayo, Rhodesia.*
 1902 LANE, DAVID ANSELM, *Perth, Western Australia.*
 1900 LANE, HON. ZEBINA, M.L.C., *Perth, Western Australia.*
 1884 †LANG, WILLIAM A., *Carlaminde, Cooma, New South Wales.*
 1894 LANGDALE, HON. FREDERICK LENOX, M.L.C., F.R.G.S., *Wakaya, Fiji.*
 1897 LANGDON, CHARLES P., *122 William Street, Melbourne, Victoria.*
 1902 †LANGDON, WILLIAM CHURCHWARD, J.P., *Port Darwin, Northern Territory, South Australia.*
 1882 LANGE, HON. MR. JUSTICE J. H., *Kimberley, Cape Colony.*
 1890 †LANGERMAN, J. W. S., *P.O. Box 258, Johannesburg, Transvaal.*
 1899 LANGERMAN, JAMES, *Sea Point, Cape Town, Cape Colony.*
 1899 LANGFORD, ALBERT E., *Equitable Building, Collins Street, Melbourne, Victoria.*
 1900 Langley, W. H., *Barrister-at-Law, 59 Government Street, Victoria, British Columbia.*
 1897 LASSETTER, COLONEL H. B., C.B., *Redleaf, New South Head Road, Woollahra, Sydney, New South Wales.*
 1900 LAUGHTON, JOHN M., *Town Engineer, Bulawayo, Rhodesia.*
 1897 LAURIER, Rt. Hon. Sir WILFRID, G.C.M.G., *Ottawa, Canada.*
 1895 LAW, CHARLES F., *P.O. Box 116, Vancouver, British Columbia.*
 1889 †LAWLEY, ALFRED L., *Beira, East Africa.*
 1889 LAWRENCE, JAMES, M.L.A., J.P., *Kimberley, Cape Colony.*
 1899 LAWRENCE, LAURIE P., *113 Grenfell Street, Adelaide, South Australia.*
 1897 LAWRENCE, T. H., c/o Messrs. Fowle & Boden, *Field Street, Durban, Natal.*
 1903 LAWTON, ALFRED B., *P.O. Box 536, Cape Town, Cape Colony.*
 1900 LAWTON, FRANK I., *Cape Coast, Gold Coast Colony.*
 1886 LAYTON, BENDYSHE, *Messrs. Gibb, Livingston & Co., Hong Kong.*
 1901 LAZARUS, SIMEON L., *Suva, Fiji.*
 1892 †LEA, JULIAN AUGUSTUS, M.B., F.R.C.S.
 1902 LEACH, JOHN B., *Poplar Grove, Whittlesea, Queenstown, Cape Colony.*
 1900 LEE, D. O. E., *Sebakwe, Rhodesia.*
 1889 †LEECH, H. W. CHAMBERLAIN, LL.D., *Perak, Federated Malay States.*
 1883 LEECH, JOHN BOURKE MASSAY, *Kinta, Perak, Federated Malay States.*
 1900 LEECHMAN, GEORGE BARCLAY, *Colombo, Ceylon.*
 1895 †LEFEVRE, JOHN M., M.D., C.M., *Vancouver, British Columbia.*
 1902 LEGGATT, H. B., *Plantation Anna Regina, Essequibo, British Guiana.*
 1904 LEGGE, CHARLES ARTHUR L., *Police Department, Georgetown, British Guiana.*
 1894 LE HUNTE, H.E. SIR GEORGE RUTHVEN, K.C.M.G., *Government House, Adelaide, South Australia.*
 1877 LEMBERG, PHILIP (*Consul for Portugal*), *Freetown, Sierra Leone.*
 1883 LE MESURIER, CECIL J. R., *Barrister-at-law, Perth, Western Australia.*
 1880 LE MIÈRE, HIPPOLYTE, JUN., *Rose Cottage, Curepipe, Mauritius.*

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1896	LEMPRIERE, JOHN THOMSON, <i>Australian Club, Melbourne, Victoria.</i>
1897	†LENZ, OTTO, <i>P.O. Box 92, Johannesburg, Transvaal.</i>
1896	LEONARD, CHARLES, <i>P.O. Box 46, Johannesburg, Transvaal.</i>
1890	†LEONARD, HON. JAMES W., K.C., <i>The Rand Club, Johannesburg, Transvaal.</i>
1903	LEOPOLD, LEWIS J., <i>Educational Institute, Gloucester Street, Freetown, Sierra Leone.</i>
1886	LEPPER, CHARLES H., <i>15 West Street, Maritzburg, Natal.</i>
1899	LESLIE, ALIX. STEWART, <i>The Treasury, Maritzburg, Natal.</i>
1889	†LESLIE, J. H., <i>P.O. Box 190, Johannesburg, Transvaal.</i>
1904	LE SURE, GORDON, <i>Civil Service Club, Cape Town, Cape Colony.</i>
1901	LE SURE, SYBRANDT, <i>Legislative Council Office, Cape Town, Cape Colony.</i>
1902	LETCHFORD, THOMAS F., <i>1 Equitable Buildings, Smith Street, Durban, Natal.</i>
1898	†LEUCHARS, HON. GEORGE, C.M.G., M.L.A., <i>Beackson, Grey Town, Natal.</i>
1891	†LEVY, JAMES A., <i>Bowdon, South Yarra, Melbourne, Victoria.</i>
1897	LEVI, HON. NATHANIEL, M.L.C., <i>Liverpool, St. Kilda, Melbourne, Victoria.</i>
1882	LEVY, HON. ARTHUR, M.L.C., <i>Mandeville, Jamaica.</i>
1901	LEVY, BARNETT, <i>P.O. Box 240, Bloemfontein, Orange River Colony.</i>
1899	LEVY, GEORGE, <i>P.O. Box 240, Bloemfontein, Orange River Colony.</i>
1902	LEWES, HENRY M., <i>c/o Messrs. Lyell and Butler, 349 Collins Street, Melbourne, Victoria.</i>
1883	LEWIS, ALLAN WELLESLEY, K.C., <i>St. George's, Grenada.</i>
1904	LEWIS, E. H., <i>Audit Department, Pretoria, Transvaal.</i>
1903	LEWIS, HENRY M., <i>Civil Service, Secondi, Gold Coast Colony.</i>
1880	†LEWIS, HON. SIR NEIL ELLIOTT, K.C.M.G., M.A., B.C.L., <i>Hobart, Tasmania (Corresponding Secretary).</i>
1891	LEWIS, ROBERT E., <i>414 Little Collins Street, Melbourne, Victoria.</i>
1884	†LEWIS, THOMAS, <i>Hobart, Tasmania.</i>
1902	LEWIS, THOMAS HOPE, M.R.C.S.E., L.S.A., <i>Symonds Street, Auckland, New Zealand.</i>
1902	LEWIS, HIS HONOUR CHIEF JUSTICE WALTER LLEWELLYN, <i>Belize, British Honduras.</i>
1902	LEWIS, WILLIAM MILLER, <i>171 Hereford Street, Christchurch, New Zealand.</i>
1803	LEYSON, WILLIAM, <i>P.O. Box 3192, Johannesburg, Transvaal.</i>
1904	†LEZARD, HERBERT L., <i>P.O. Box 2755, Johannesburg, Transvaal.</i>
1889	†LICHTHEIM, JACOB, <i>P.O. Box 1618, Johannesburg, Transvaal.</i>
1889	†LIDDLE, FREDERIC C., <i>Rand Club, Johannesburg, Transvaal.</i>
1895	†LIDDLE, HORACE S., <i>Rand Club, Johannesburg, Transvaal.</i>
1898	†LIDDLE, JOSEPH, <i>Norwich Union Buildings, Johannesburg, Transvaal.</i>
1903	LILLY, FLEET-SURGEON FREDERICK J., R.N.
1894	LINCOLN, GABRIEL, <i>Civil Service, Port Louis, Mauritius.</i>
1895	†LINDSAT, HENRY LILL, <i>P.O. Box 1612, Johannesburg, Transvaal.</i>
1892	LINDSAY, JOHN H., <i>c/o Chartered Bank of India, Singapore.</i>
1896	†LINDUP, WALTER, <i>Fairview Tower, Maritzburg, Natal.</i>
1903	LINE, LEONARD, <i>192 Loop Street, Maritzburg, Natal.</i>
1899	†LINSMOTT, REV. T. S., <i>Brantford, Ontario, Canada.</i>
1897	LIPP, CHARLES, J.P., <i>African Banking Corporation, Johannesburg Transvaal.</i>
1900	LISTER, HENRY M., M.B., C.M., <i>Charters Towers, Queensland.</i>
1903	LISTER, HERBERT, <i>Pemba, Zanzibar.</i>
1897	LITHMAN, KARL, <i>P.O. Box 640, Cape Town, Cape Colony.</i>

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1899	LITTLE, ARCHIBALD J., <i>Chungking, China.</i>
1899	LITTLE, CHARLES WM., <i>Scottish Australian Investment Co., Sydney, New South Wales.</i>
1899	LITTLE, JAMES B., <i>Wanderer Gold Mines, Selukwe, Rhodesia.</i>
1879	†LIVERSIDGE, ARCHIBALD, M.A., F.R.S., <i>Professor of Chemistry, The University, Sydney, New South Wales.</i>
1892	LLHWELYN, H.E. SIR ROBERT B., K.C.M.G., <i>Government House, Grenada, West Indies.</i>
1902	LLOYD, CHARLES, <i>Lowther Hotel, Durban, Natal.</i>
1892	LLOYD, CHARLES W., <i>Hayfield, Granville Heights, Sydney, New South Wales.</i>
1899	†LLOYD, REV. JOHN T., 10 Pietersen Street, Hospital Hill, Johannesburg, Transvaal.
1894	LLOYD, LANCELOT T., 127 Phillip Street, Sydney, New South Wales.
1900	LLOYD-JONES, RICHARD, <i>Banket Reefs, Ltd., Axim, Gold Coast Colony.</i>
1896	†LOCKWARD, HENRY, <i>Hamilton, Bermuda.</i>
1888	LOFTIE, ROWLEY C., <i>Villa Paradis, Vevey, Switzerland.</i>
1886	LOGAN, HON. JAMES D., M.L.C., <i>Matjesfontein, Cape Colony.</i>
1903	LONG, ARTHUR TILNEY, H.B.M. Collector of Customs, P.O. Box 7, Lourenço Marques, East Africa.
1889	LONG, EDWARD M., <i>Havana, Mackay, Queensland.</i>
1897	LONGDEN, HERBERT T., <i>Gwelo, Rhodesia.</i>
1895	LONGLEY, HON. J. WILBERFORCE, K.C., M.E.C., M.P.P., <i>Halifax, Nova Scotia.</i>
1883	LOOS, HON. F. C., M.L.C., <i>Roseneath, Darley Road, Colombo, Ceylon.</i>
1898	LORAM, ALBERT E., 21 Timber Street, <i>Maritzburg, Natal.</i>
1903	LORENA, A. CHARLES, L.R.C.P.E., L.R.C.S.E., <i>Government Railway Construction, Bo, Sierra Leone.</i>
1889	†LOUBSER, MATTHEW M., <i>Port Elizabeth, Cape Colony.</i>
1901	LOUGHNAN, I. HAMILTON, <i>Tukihiki, Hawkes Bay, New Zealand.</i>
1888	LOVE, JAMES R., 99 Bathurst Street, <i>Sydney, New South Wales.</i>
1884	LOVENDAY, HON. RICHARD KELSEY, M.L.C., F.R.G.S., <i>Pretoria, Transvaal.</i>
1878	LOVELL, SIR FRANCIS H., C.M.G., F.R.C.S.E.
1883	†LOVELY, LIEUT.-COLONEL JAMES CHAPMAN, <i>Esplanade, Largs, Adelaide, South Australia.</i>
1896	†LOVELY, WM. H. C., M.A.I.M.E., <i>Kalgoorlie, Western Australia.</i>
1896	LOVEMORE, HARRY C., <i>Rand Club, Johannesburg, Transvaal.</i>
1898	LOWBY, CAPTAIN HENRY WAED, I.S.C., <i>Secunderabad, India.</i>
1895	†LUCAS ALEXANDER B., <i>Florida, Transvaal.</i>
1899	LUCAS, FREDERICK G. C., <i>Ridge Road, Durban, Natal.</i>
1895	†LUCAS, PHILIP DE N., <i>Florida, Transvaal.</i>
1903	LUDLOW, HARRY A., <i>Government Railway, Freetown, Sierra Leone.</i>
1902	LUDLOW, LIONEL, <i>Bulawayo, Rhodesia.</i>
1895	*LUGARD, H.E. BRIGADIER-GENERAL SIR FREDERICK D., K.C.M.G., C.B., D.S.O., <i>Government House, Zungeru, Northern Nigeria.</i>
1888	LUME, HON. MR. JUSTICE C. F., M.A., LL.D., <i>Kingston, Jamaica.</i>
1886	LUMGAIR, HON. GEORGE, M.C.G., <i>Collector of Customs, Port Louis, Mauritius.</i>
1889	†LUMSDEN, DAVID, <i>Port Elizabeth, Cape Colony.</i>
1903	†LUNNON, FREDERIC J., M.A., L.L.M., P.O. Box 400, <i>Pretoria, Transvaal.</i>

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1901	†LYLB, ALEXANDER, 250 Church Street, Maritzburg, Natal.
1886	†LYMAN, HENRY H., 74 McTavish Street, Montreal, Canada.
1898	LYNCH, GEORGE WM. A., M.B., Ba, Fiji.
1901	LYNN, WILLIAM J.
1893	LYONS, HARRY S., Central S. A. Lands and Mines, African Banking Corporation Chambers, Johannesburg, Transvaal.
1895	LTS, GODFREY, Rand Club, Johannesburg, Transvaal.
1902	LYTTLETON-TURNER, ALBERT J., Prestea, viâ Sekondi, Gold Coast Colony.
1886	MAASDORP, HON. MR. JUSTICE C. G., Cape Town, Cape Colony.
1888	MACARTHUR, ARTHUR H., 52 Macleay Street, Sydney, New South Wales.
1891	MACARTHUR, DUNCAN, 7 Westlake Street, Chicago, U.S.A.
1893	MACARTHY, THOS. G., Phoenix Brewery, Tory St., Wellington, New Zealand.
1896	MACASKIE, JOHN C., District Judge, Famagusta, Cyprus.
1897	MACAULAY, JOHN MAY, P.O. Box 125, Bulawayo, Rhodesia.
1883	MACDONALD, C. FALCONAR J., Wantabadgery, Wagga Wagga, New South Wales.
1885	MACDONALD, CLAUDE A., Wantabadgery, Wagga Wagga, New South Wales.
1894	MACDONALD, H. E. COLONEL SIR CLAUDE M., G.C.M.G., K.C.B., Tokio, Japan.
1891	†MACDONALD, DUNCAN, P.O. Box 82, East London, Cape Colony.
1892	MACDONALD, EBENEZER, Kamilaroi, Darling Point, Sydney, New South Wales.
1903	MACDONALD, JAMES, Imperial Tobacco Co., 203 West Franklin Street, Richmond, Virginia, U.S.A.
1896	MACDONALD, REV. J. MIDDLETON (Senior Chaplain, Government of India), Tachmarhi, Central India.
1885	MACDONALD, THOMAS MORELL, Invercargill, New Zealand.
1882	MACDOUGALL, JAMES, 365 Collins Street, Melbourne, Victoria.
1891	†MACDOWALL, DAY HOET, M.P., Prince Albert, N.W.T., Canada.
1889	MACEWEN, HON. ALEXANDER P., M.L.C., Hong Kong.
1884	†MACFARLANE, SENATOR JAMES, Newlands, Hobart, Tasmania.
1890	MACFEE, K. N., 45 St. Sacrement Street, Montreal, Canada.
1889	MACFIE, MATTHEW, Tyalla, Elm Grove, Armadale, Melbourne, Victoria.
1897	†MACFIN, ROBERT A., Estancia Perla, Luquillo, Porto Rico, West Indies.
1903	MACGARVEY, JAMES, Grosny, Russia.
1899	†MACGREGOR, H.E. SIR WILLIAM, K.C.M.G., C.B., Government House, St. John's, Newfoundland.
1885	MACGLASHAN, NEIL, J.P., Mining Commissioner, Bulawayo, Rhodesia.
1891	MACINTOSH, JAMES, c/o Messrs. Dalgety & Co., Townsville, Queensland.
1903	MACINTOSH, WILLIAM, P.O. Box 20, Port Elizabeth, Cape Colony.
1900	MACIVER, FERGUS, Stock Exchange Club, Melbourne, Victoria.
1895	†MACKAY, CAPTAIN A. W., J.P., Bathurst, New South Wales.
1901	†MACKAY, DONALD H. ROSS, Albert Club, Durban, Natal.
1892	†MACKAY, GEORGE, Marelsfontein, Douglas, Cape Colony.
1891	MACKAY, JAMES, Central Club, Wellington, New Zealand.
1890	†MACKAY, JOHN KENNETH, Dungog, New South Wales.
1887	MACKELLAR, HON. CHARLES K., M.L.C., M.B., 131 Macquarie Street, Sydney, New South Wales.
1902	MACKENZIE, FRANCIS WALLACE, M.B., C.M., Wellington, New Zealand.

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1886	MACKENZIE, JOHN EDDIE, M.B., C.M., <i>Kimberley, Cape Colony.</i>
1897	†MACKENZIE, MURDO S., <i>Coolgardie, Western Australia.</i>
1902	MACKENZIE, STANLEY WYNNE, <i>Government Railway, Freetown, Sierra Leone.</i>
1897	MACKENZIE, THOMAS, M.H.R., <i>Allan Grange, Kaikorai, New Zealand.</i>
1882	MACKIE, DAVID, 52 <i>Eastern Avenue, Boston, U.S.A.</i>
1902	MACKINNON, ANGUS, <i>Bulawayo, Rhodesia.</i>
1891	†MACKINNON, W. K., <i>Marida, Yallock, Boorcan, Victoria.</i>
1901	MACKINTOSH, DONALD, <i>The Pines, Essendon, Melbourne, Victoria.</i>
1895	†MCCLAREN, DAVID, 62 <i>Frank Street, Ottawa, Canada.</i>
1902	MCCLAREN, JAMES MALCOLM, B.Sc., F.G.S., <i>Geological Survey, Calcutta.</i>
1882	MACPHERSON, JOHN, 1425 <i>Fifth Street, San Diego, California, U.S.A.</i>
1903	†MACPHERSON, WILLIAM MOLSON, <i>St. Ursule Street, Quebec, Canada.</i>
1902	†MACSHERBY, Rt. Rev. BISHOP HUGH, <i>Port Elizabeth, Cape Colony.</i>
1900	†MCBRYDE, HON. D. E., M.L.C., <i>Australian Club, Melbourne, Victoria.</i>
1902	McCALLUM, CLIFFORD K., <i>Critic Buildings, Bulawayo, Rhodesia.</i>
1883	McCALLUM, H.E. COLONEL SIR HENRY EDWARD, R.E., G.C.M.G., A.D.C., <i>Government House, Maritzburg, Natal.</i>
1897	McCALLUM, WILLIAM, <i>Oceana Consolidated Co., P.O. Box 1542, Johannesburg, Transvaal.</i>
1880	McCarthy, JAMES A., <i>Solicitor-General, Accra, Gold Coast Colony.</i>
1896	McCarthy, HON. ROBERT H., M.L.C., <i>Collector of Customs, Port of Spain, Trinidad.</i>
1886	†MCCHAUGHEY, HON. SAMUEL, M.L.C., <i>Coonong, Urana, New South Wales.</i>
1899	McCONACHIE, ALEXANDER, <i>Messrs. Gilman & Co., Hong Kong.</i>
1895	†MCCONNELL, JAMES, <i>Ardmore Hall, Vuna, Fiji.</i>
1897	†MCOWAT, ROBERT L., F.R.I.B.A., <i>P.O. Box 318, Johannesburg, Transvaal.</i>
1902	McCOWEN, JOHN R., I.S.O., J.P., <i>Inspector-General of Constabulary, St. John's, Newfoundland.</i>
1904	MCRAE, ARTHUR G., <i>Bank of Australasia, Sydney, New South Wales.</i>
1882	MCRAE, FARQUHAR P. G., <i>Bank of Australasia, Sydney, New South Wales.</i>
1889	McCULLOCH, ALEXANDER, <i>Adelaide Club, South Australia.</i>
1896	McCULLOUGH, HON. WILLIAM, M.L.C., <i>High Street, Auckland, New Zealand.</i>
1893	McDONALD, DARENT H.
1896	McDONALD, ERNEST E., <i>Government Secretariat, Nicosia, Cyprus.</i>
1882	McEACHARN, SIR MALCOLM D., <i>Goathland, Balaclava Road, Melbourne, Victoria.</i>
1897	McEVoy, WILLIAM, <i>Australian Club, Melbourne, Victoria.</i>
1902	†MCLEWAN, WILLIAM, P.O. Box 380, <i>Johannesburg, Transvaal.</i>
1893	McGIBBON, R. D., K.C., <i>St. James's Club, Montreal, Canada.</i>
1895	†MCOUN, ARCHIBALD, JUN., 181 St. James Street, <i>Montreal, Canada.</i>
1883	McGRATH, HON. GEORGE, <i>Charlemont, Jamaica.</i>
1895	McGUIRE, FELIX, <i>Mount Royal, Hawera, New Zealand.</i>
1889	†MCILWAITH, JOHN, <i>Port Elizabeth, Cape Colony.</i>
1894	McIVOR, JAMES BALFOUR, <i>De Aar, Cape Colony.</i>
1898	McKENZIE, ARCHIBALD, M.D., M.R.C.S.E., <i>Musgrave Road, Durban, Natal.</i>
1883	†MCKINNON, NEIL R., <i>Barrister-at-Law, Berbice, British Guiana.</i>
1895	MCCLAREN, J. GORDON, <i>Dawson, Y.T., Canada.</i>

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1901	McLAUGHLIN, JAMES, 11 St. James Buildings, Little Collins Street, Melbourne, Victoria.
1902	McLAURIN, J. D., 217 Mercer Street, New York, U.S.A.
1883	†MCLEAN, GEORGE, Dunedin, New Zealand.
1878	†MCLEAN, R. D. DOUGLAS, Maraeakahu, Napier, New Zealand (Corresponding Secretary).
1884	†MCLEOD, EDWIN, P.O. Box 36, Brooklyn, Queen's County, Nova Scotia.
1894	†MCMILLAN, MAJOR F. DOUGLAS, P.O. Box 3004, Johannesburg, Transvaal.
1902	MCMILLAN, ROBERT, "Stock & Station Journal" Office, Sydney, New South Wales.
1899	MCMILLAN, SIR WILLIAM, K.C.M.G., Allison Street, Randwick, Sydney, New South Wales.
1892	MCNAUGHTON, COLIN B., Concordia, Knysna, Cape Colony.
1900	MCPHILLIPS, ALBERT E., K.C., M.P.P., Victoria, British Columbia.
1898	McTURK, MICHAEL, C.M.G., Kalacoon, Essequibo, British Guiana.
1896	MAGAREY, WILLIAM J., Unity Chambers, Currie Street, Adelaide, South Australia.
1892	†MAGEE, WM. KELK, J.P., Queenstown, Cape Colony.
1899	MAGUIRE, CHARLES E., M.D., Suva, Fiji.
1884	MAIR, GEORGE, Groongal, near Hay, New South Wales.
1904	MAKIN, COLONEL FRANK, Gilberton, South Australia.
1904	MAKIN, GUY ST. JOHN, Gilberton, South Australia.
1895	†MALCOLM, GEORGE W., Forest Side, Mauritius.
1902	†MALCOLM, HARCOURT G., Barrister-at-Law, Nassau, Bahamas.
1880	MALCOLM, HIS HONOUR CHIEF JUSTICE SIR ORMOND D., Nassau, Bahamas.
1898	MALLESON, PERCY RODBARD, Hex River, Cape Colony.
1896	MALLETT, PERCY WM., Attorney-at-Law, Kimberley, Cape Colony.
1890	MANCHEE, JOHN C., Glen Moan, Willow Tree, New South Wales.
1882	†MANIFOLD, W. T., Purrumbete, Camperdown, Victoria.
1903	MANSSELL, WM. V., The Coaling Co., Freetown, Sierra Leone.
1897	MANSFIELD, ERNEST, Nelson, British Columbia.
1902	MARAIS, CHARLES, Land Surveyor, 2 Wale Street, Cape Town, Cape Colony.
1890	†MARAIS, CHRISTIAN L., Stellenbosch, Cape Colony.
1890	†MARAIS, JOHANNES H., M.L.A., Stellenbosch, Cape Colony.
1893	MARAIS, P. HARMSEN, Highbury, Wynberg, Cape Colony.
1904	MARKLEW, E. C., Frenchay, Diep River, near Cape Town, Cape Colony.
1887	†MARKS, ALEXANDER, J.P., Consul for Japan, 98a Queen Street, Melbourne, Victoria.
1902	†MARKS, ELLIA, Messrs. Lewis & Marks, P.O. Box 379, Pretoria, Transvaal.
1902	MARKS, HENRY, Suva, Fiji.
1894	†MARKS, HERBERT T., P.O. Box 191, Johannesburg, Transvaal.
1894	MARKS, PERCY J., B.A., 117 Victoria Street North, Sydney, New South Wales.
1903	MARKS, SAMUEL HERBERT, 26 Mansion House Chambers, Cape Town, Cape Colony.
1901	†MARBIOTT, WALTER J., P.O. Box 207, Durban, Natal.
1904	MARSH, H. VERNON, 187 Pietermaritz Street, Maritzburg, Natal.

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1885	†MARSHALL, ALFRED WITTER, <i>College Park, Adelaide, South Australia.</i>
1896	MARSHALL, ARTHUR H., <i>c/o Orient Co., Ltd., Colombo, Ceylon.</i>
1902	MARSHALL, FRANCIS M., <i>1 Rood Anna van Burenstraat, The Hague, Holland.</i>
1900	MARSHALL, JAMES C., <i>Dunedin Club, Fernhill, New Zealand.</i>
1896	†MARSHALL, MAJOR ROBERT S., <i>Eve Leary Barracks, Georgetown, British Guiana.</i>
1884	MARSHMAN, JOHN, <i>Holly Road, St. Alban's, Christchurch, New Zealand.</i>
1886	MARSLAND, LUKE W., <i>Charters Towers, Queensland.</i>
1902	†MARTIN, GEORGE F., J.P., <i>Wagadra, Nadi, Fiji; and Fiji Club, Suva, Fiji.</i>
1899	MARTIN, JOHN, <i>Melbourne Club, Melbourne, Victoria.</i>
1897	MARTIN, JOHN STUART, <i>Barrister-at-Law, St. George's, Grenada.</i>
1902	MARTIN, W. A., <i>Rand Club, Johannesburg, Transvaal.</i>
1896	†MARETTI, C. J., M.R.A.S., <i>Kandahar Estate, Balangoda, Ceylon.</i>
1879	MASON, E. G. L., <i>Colonial Bank, Berbice, British Guiana.</i>
1899	MASON, J. HERBERT, <i>Permanent Loan and Savings Bank, Toronto, Canada.</i>
1900	†MASON, RICHARD LYTE, <i>Messrs. Mason & Whitelaw, P.O. Box 677, Johannesburg, Transvaal.</i>
1902	MATHEWS, ABRAHAM E., <i>Anglo-Transvaal Development Co., P.O. Box 845, Johannesburg, Transvaal.</i>
1890	MATTERSON, CHARLES H., <i>P.O. Box 4612, Johannesburg, Transvaal.</i>
1903	MATTERSON, LIEUT.-COLONEL ARTHUR W., <i>Ravenshoe, Maritzburg, Natal.</i>
1898	†MATTHEWS, FLETCHER, <i>Colenbrander's Development Co., Bulawayo, Rhodesia.</i>
1881	†MATTHEWS, J. W., M.D., <i>P.O. Box 437, Johannesburg, Transvaal.</i>
1892	†MAUND, EDWARD A.
1892	MAURICE, M. SIDNEY, <i>Colonial Secretariat, Cape Town, Cape Colony.</i>
1894	MAURICE, RICHARD THELWALL, <i>Fourth Creek, Magill, Adelaide, South Australia.</i>
1889	†MAVRGORDATO, THEODORE E., J.P., <i>Assistant Commissioner of Police, Johannesburg, Transvaal.</i>
1899	MAW, HENRY S., L.S.A., <i>Coolaman, New South Wales.</i>
1891	†MAXWELL, HON. FREDERIC M., <i>Attorney-General, Belize, British Honduras.</i>
1881	MAXWELL, MAJOR THOMAS, J.P., <i>Resident Magistrate, Emtonjaneni, Natal.</i>
1891	†MAX, CORNELIUS, <i>Freetown, Sierra Leone.</i>
1903	MAY, GEORGE C., <i>Customs Department, Accra, Gold Coast Colony.</i>
1902	MAY, HON. FRANCIS H., C.M.G., M.L.C., <i>Colonial Secretary, Hong Kong.</i>
1894	†MAYDON, HON. JOHN G., M.L.A., <i>Durban Club, Natal.</i>
1899	MAYES, HENRY M. STEWART, <i>Selukwe, Rhodesia.</i>
1882	MAYES, JOSEPH BRIGGS, <i>c/o Messrs. Da Costa & Co., Bridgetown, Barbados.</i>
1889	†MAYNARD, MAJOR J. G., <i>Rand Club, Johannesburg, Transvaal.</i>
1898	MEDLICOTT, JOHN H., C.E., <i>Director of Irrigation Works, Nicosia, Cyprus.</i>
1894	†MEGGINSON, WHARRAM, <i>Portiswood Estate, Nuwara Eliya, Ceylon.</i>
1903	MEIKLE, HUGH, <i>West African (Gold Coast) Mining Corporation, Sekondi, Gold Coast Colony.</i>
1902	†MEIKLE, THOMAS, <i>Bulawayo, Rhodesia.</i>
1901	MEILANDT, H. S., <i>Public Works Department, Bulawayo, Rhodesia.</i>
1882	†MELHADO, WILLIAM, <i>H.B.M. Consul, Truxillo, Spanish Honduras.</i>

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1894	†MELVILLE, E. H. V., A.M.Inst. C.E., <i>Land Surveyor, P.O. Box 719, Johannesburg, Transvaal.</i>
1880	MELVILLE, HIS HONOUR SIR GEORGE, K.C.M.G., <i>Government House, St. Lucia, West Indies.</i>
1890	†MENDELSSOHN, ISIDOR, <i>Kimberley Club, Cape Colony.</i>
1890	MENDELSSOHN, SIDNEY, <i>Kimberley Club, Cape Colony.</i>
1896	MENENDEZ, HON. MR. JUSTICE M. R., <i>Old Calabar, Southern Nigeria.</i>
1886	MENNIE, JAMES C., <i>Standard Bank, Kimberley, Cape Colony.</i>
1884	†MEREDITH, THE VEN. ARCHDEACON THOMAS, <i>Singapore.</i>
1885	†MEREDITH-KAYE, CLARENCE KAY, <i>Meiringen, Timaru, New Zealand.</i>
1883	MEREWETHER, HON. EDWARD MARSH, C.V.O., C.M.G., <i>Chief Secretary, Valletta, Malta (Corresponding Secretary).</i>
1881	MERIVALE, GEORGE M., <i>Messrs. Gibbs, Bright & Co., 37 Pitt Street, Sydney, New South Wales.</i>
1903	†MERRICK, WILLIAM, <i>200 Church Street, Maritzburg, Natal.</i>
1904	MERRILL, ALFRED PERKINS, D.D.S., <i>52 Collins Street, Melbourne, Victoria.</i>
1892	MESSEY, ALLAN E.
1889	MEUDELL, WILLIAM, <i>Ferryden, Princes Avenue, Caulfield, Melbourne, Victoria.</i>
1892	†MICHAU, J. J., M.L.A., J.P., <i>Dusseau's Chambers, Church Street, Cape Town, Cape Colony.</i>
1891	MICHELL, ROLAND L. N., <i>District Commissioner, Limassol, Cyprus.</i>
1893	MICHIE, ALEXANDER, <i>Bank of New Zealand, Dunedin, New Zealand.</i>
1892	†MIDDLEBROOK, JOHN E., <i>c/o Messrs. Bond Finney & Co., Nelson, New Zealand.</i>
1891	MIDDLETON, JAMES GOWING, M.D., <i>8 Rue des Capucines, Paris.</i>
1882	MIDDLETON, HON. MR. JUSTICE JOHN PAGE, <i>Colombo, Ceylon.</i>
1902	†MIDDLETON, RICHARD W., L.S.A., <i>c/o British South Africa Company, Kalomo, North-Western Rhodesia (vid Bulawayo).</i>
1891	MIDDLETON, WILLIAM, <i>Church Street, Maritzburg, Natal.</i>
1883	MIDDLETON, WILLIAM HENRY, <i>Durban Club, Natal.</i>
1893	MILES, ALFRED H., <i>Messrs. Murray, Roberts & Co., Wellington, New Zealand.</i>
1889	†MILES, CHARLES GEORGE, <i>care of Messrs. T. Birch & Co., Grahamstown, Cape Colony.</i>
1895	MILES, HON. E. D., M.L.C., <i>Charters Towers, Queensland.</i>
1891	MILBY, WM. KILDARE, L.R.C.P. (<i>Surgeon Superintendent, Indian Emigration Service.</i>)
1896	MILLER, ALLISTER M., <i>Swaziland Corporation, Bremersdorp, Swaziland, South Africa.</i>
1901	MILLER, EDWARD H., <i>Public Library, Bulawayo, Rhodesia.</i>
1903	MILLER, FREDERICK A., <i>The Retreat, Fisher Street, Freetown, Sierra Leone.</i>
1899	†MILLER, JAMES A., <i>P.O. Box 87, Maritzburg, Natal.</i>
1903	MILLER, ROLAND HENRY, <i>P.O. Box 300, Durban, Natal.</i>
1896	MILLS, E. C. EVELYN, <i>Wellington, New Zealand.</i>
1903	†MILLS, FREDERICK W., <i>Government Railways, Durban, Natal.</i>
1886	MILLS, JAMES, <i>Dunedin, New Zealand.</i>
1903	MILLS, J. SAXON, <i>Cape Town, Cape Colony.</i>
1902	MILNE, GEORGE T., F.R.G.S., <i>c/o Bank of British West Africa, Sekondi, Gold Coast Colony.</i>

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1891 MILNE, WILLIAM, 12 Waymouth Street, *Adelaide, South Australia.*
 1895 MILNER, H.E. Rt. Hon. Viscount, G.C.B., G.C.M.G., *Government House, Pretoria, Transvaal.*
 1902 MILTHORP, BERNARD T., *Blantyre, British Central Africa.*
 1889 †MILTON, ARTHUR C., *Port Elizabeth, Cape Colony.*
 1898 MILTON, HIS HONOUR SIE WILLIAM H., K.C.M.G., *Salisbury, Rhodesia.*
 1903 MINTY, JOHN, *La Louice, Quatre Bornes, Mauritius.*
 1904 MITCHELL, ERNEST H., A.M.Inst.C.E.
 1885 MITCHELL, JAMES G., *Etham, Darling Point, Sydney, New South Wales.*
 1903 MITCHELL, THOMAS CARLYLE, 300 West Street, *Maritzburg, Natal.*
 1900 MITCHELL, HON. SIR WILLIAM W., C.M.G., M.L.C., *Colombo, Ceylon.*
 1896 MOCKFORD, F. PEMBERTON, P.O. Box 96, *Pietersburg, Zoutpansberg, Transvaal.*
 1898 MOFFETT, FRANCIS J., B.A., A.M.I.E.E., *Lagos, West Africa.*
 1883 †MOGG, J. W., P.O. Box 146, *Pretoria, Transvaal.*
 1903 MOLESWORTH, THE HON. CHARLES R., *Hôtel Bel-Air, Sark, Channel Islands.*
 1892 MOLESWORTH, ROBERT A., *Mittagong, St. Kilda, Melbourne, Victoria; and Melbourne Club.*
 1879 MOLONEY, SIE C. ALFRED, K.C.M.G.
 1902 MOLYNEUX, PERCY S., *Rand Club, Johannesburg, Transvaal.*
 1901 MONTAGUE, CAPTAIN R. H. CROFT, 43 St. George's Street, *Cape Town, Cape Colony.*
 1903 MONTGOMERIE, ARCHIBALD, *Suva, Fiji.*
 1894 MOON, JAMES, A. D. Telegraph Co., *Accra, Gold Coast Colony.*
 1900 MOOR, SIR RALPH D. R., K.C.M.G.
 1903 †MOOR, JOHN W., *Mooi River, Natal.*
 1889 †MOORE, ALBERT, *City Club, Cape Town, Cape Colony.*
 1889 MOORE, FREDERICK HENRY, care of Messrs. Dalgety & Co., *Sydney, New South Wales.*
 1886 †MOORE, JAMES, J.P., *Bunbury, Western Australia.*
 1897 MOORE, KENTISH, P.O. Box 7, *Johannesburg, Transvaal.*
 1883 †MOORE, THE REV. CANON OBADIAH, *Principal, Church Missionary Grammar School, Freetown, Sierra Leone.*
 1878 †MOORE, WILLIAM H., *St. John's, Antigua.*
 1902 MOORE, PROFESSOR WM. HARRISON, B.A., LL.B., *The University, Melbourne, Victoria.*
 1876 *MORGAN, HENRY J., *Ottawa, Canada.*
 1898 MORISON, WILLIAM, *Marionville, Wakenaam, British Guiana.*
 1881 MORRIN, THOMAS, J.P., *Auckland, New Zealand.*
 1882 †MORRIS, SIR DANIEL, K.C.M.G., M.A., D.Sc., F.L.S., *Commissioner, Imperial Department of Agriculture, Barbados.*
 1896 †MORRIS, MOSH H., J.P., *Salisbury, Rhodesia.*
 1888 MORRISON, ALEXANDER, *Bank of Africa, Port Elizabeth, Cape Colony.*
 1881 †MORRISON, JAMES, J.P., *Water Hall, Guildford, Western Australia (Corresponding Secretary).*
 1903 MORTIMER, WILLIAM, M.R.C.S.E., L.R.C.P., *Potchefstroom, Transvaal.*
 1903 MORTLOCK, WILLIAM T., *Martindale, Mintaro, South Australia; and Adelaide Club.*
 1897 MORTON, BENJAMIN K., 97 Queen Street, *Melbourne, Victoria.*
 1890 †MORTON, JAMES, *Rand Club, Johannesburg, Transvaal.*

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1881	MOSELEY, HON. C. H. HARLEY, C.M.G., <i>Colonial Secretary, Lagos, West Africa (Corresponding Secretary).</i>
1886	†MOSMAN, HON. HUGH, M.L.C., J.P., <i>Charters Towers, Queensland.</i>
1895	MOSS, E. J., <i>Foochow, China.</i>
1895	†MOULDEN, BAYFIELD, 88 Barnard Street, <i>Adelaide, South Australia.</i>
1896	MOULDSDALE, WILLIAM E., <i>c/o Russian Petroleum & Liquid Fuel Co., Baku, Russia.</i>
1902	†MOUNTFORD, WILLIAM H., <i>South African Milling Co., Shand Street, Cape Town, Cape Colony.</i>
1888	†MOSEY, HENRY L., I.S.O., <i>Postmaster-General, Colombo, Ceylon.</i>
1891	MUECKE, HON. H. C. E., M.L.C., J.P., <i>Medindie, Adelaide, South Australia.</i>
1899	MUIRHEAD, JAMES M. P., F.S.A.A., F.S.S., F.R.S.L., <i>Civil Service Club, Cape Town, Cape Colony.</i>
1898	†MÜLLEER, FRANZ, <i>Moussonstrasse 22, Zürich V., Switzerland.</i>
1902	MULLER, JOHN, <i>Abrokrum Mine, viii Obuassi, Gold Coast Colony.</i>
1902	†MULLINS, A. G., <i>Bank of Africa, Cape Town, Cape Colony.</i>
1883	MULLINS, JOHN FRANCIS LANE, 97 Macleay Street, <i>Sydney, New South Wales.</i>
1899	MUNRO, ALEXANDER M., M.R.C.V.S.
1885	†MUNRO, HON. JAMES, <i>Melbourne, Victoria.</i>
1880	†MUNRO, JOHN, J.P., <i>Menzies' Hotel, Melbourne, Victoria.</i>
1903	MUNRO, RICHARD ROSS, <i>Jeppe Town, Johannesburg, Transvaal.</i>
1880	MURPHY, ALEXANDER D., <i>Melbourne Club, Melbourne, Victoria.</i>
1900	†MURPHY, CECIL N., <i>Broome, Western Australia.</i>
1901	MURRAY, THE HON. CHARLES G., <i>Department of Native Affairs, P.O. Box 1166, Johannesburg, Transvaal.</i>
1904	MURRAY, COLIN A., I.S.O., <i>Colombo, Ceylon.</i>
1903	†MURRAY, FREDERICK, M.B., C.M., <i>Sea Point, Cape Town, Cape Colony.</i>
1901	†MURRAY, GEO. E., M.B., F.R.C.S., <i>Rand Club, Johannesburg, Transvaal.</i>
1888	†MURRAY, GEORGE J. R., B.A., LL.B., <i>Magill, Adelaide, South Australia.</i>
1902	MURRAY, HERBERT, 319 Bulwer Street, <i>Maritzburg, Natal.</i>
1897	MURRAY, HON. JAMES, M.L.C., <i>Tamunuia, Fiji.</i>
1900	MURRAY, THOMAS, M.R.C.S.E., <i>Tacarigua, Trinidad.</i>
1898	†MURRAY, HON. SIR THOMAS K., K.C.M.G., <i>Cleland, Maritzburg, Natal.</i>
1904	†MURRAY, WILLIAM, <i>c/o African Association, Cape Coast, Gold Coast Colony.</i>
1903	MURRAY, WILLIAM A., B.A., M.B., <i>Government Railway Construction, Bo, Sierra Leone.</i>
1882	†MURRAY-AYNESLEY, HUGH PERCY, J.P., <i>Christchurch, New Zealand.</i>
1887	MUSGRAVE, HON. ANTHONY, C.M.G., <i>Port Moresby, British New Guinea.</i>
1901	†MUSGRAVE, HERBERT (Lieut. R.E.).
1903	MUSPRATT, EDMUND B., <i>Suva, Fiji.</i>
1903	MUSS, LEONARD J., <i>Supervisor of Customs, Accra, Gold Coast Colony.</i>
1895	MYERS, BEETIE CECIL, <i>Durban, Natal.</i>
1997	MYERS, PHILIP S., P.O. Box 720, <i>Cape Town, Cape Colony.</i>
1897	NANCO, ROBERT JOHN, <i>Barrister-at-Law, Port of Spain, Trinidad.</i>
1892	†NANTON, AUGUSTUS M., 381 Main Street, <i>Winnipeg, Canada.</i>
1898	NAPIER, HON. WALTER JOHN, M.L.C., D.C.L., <i>Barrister-at-Law, Singapore.</i>

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1896	†NAPIER, WILLIAM JOSEPH, <i>Auckland, New Zealand.</i>
1901	NASH, RICHARD B., <i>P.O. Box 50, Gwelo, Rhodesia.</i>
1883	NASH, WILLIAM GILES, <i>Minas de Rio Tinto, Provincia de Huelva, Spain.</i>
1885	NATHAN, ALEXANDER McDOWELL, <i>Trevennion Lodge, St. Andrew, Jamaica.</i>
1895	NATHAN, EMILE, <i>Barrister-at-Law, P.O. Box 195, Johannesburg, Transvaal.</i>
1901	NATHAN, LIONEL, <i>P.O. Box 240, Bloemfontein, Orange River Colony.</i>
1896	NATHAN, H. E. MAJOR SIR MATTHEW, R.E., K.C.M.G., <i>Government House, Hong Kong.</i>
1891	NAUDI, HON. ALFREDO, C.M.G., LL.D., <i>Valletta, Malta.</i>
1900	NEALE, LESLIE COOKE, <i>Sinova P.O., Lomagunda, Rhodesia.</i>
1885	NEETELING, HON. M. L., <i>Stellenbosch, Cape Colony.</i>
1884	NEILL, PERCEVAL CLAY, <i>Dunedin, New Zealand.</i>
1897	NELSON, RT. HON. SIR HUGH M., K.C.M.G., M.L.C., <i>Brisbane, Queensland; and Toowoomba.</i>
1901	NESEER, JOHANNES A., <i>Attorney-at-Law, P.O. Box 22, Klerksdorp, Transvaal.</i>
1895	NEUMANN, JOSEPH O., <i>Sydney, New South Wales.</i>
1903	NEVILLE, ROBERT MONTGOMERY, <i>Victorian and Standard Gold Mining Co., Woods Point, Gippsland, Victoria.</i>
1888	NEVILLE, THE RIGHT REV. S. T., D.D., <i>Lord Bishop of Dunedin, Dunedin, New Zealand.</i>
1889	†NEWBERRY, CHARLES, <i>Prynnsburg, Orange River Colony.</i>
1893	NEWDIGATE, WM., <i>De Beers Consolidated Mines, Kimberley, Cape Colony.</i>
1883	†NEWLAND, HARRY OSMAN, <i>Singapore.</i>
1889	†NEWLAND, SIMPSON, <i>Burnside, Adelaide, South Australia.</i>
1896	NEWNHAM, FREDERIC J., <i>Department of Native Affairs, Johannesburg, Transvaal.</i>
1896	NEWTON, ARNOLD C., C.E., <i>Knysna, Cape Colony.</i>
1900	NEWTON, HON. FRANK J., C.M.G., <i>Treasurer-General, Salisbury, Rhodesia.</i>
1893	†NICHOL, WILLIAM, M.I.M.E., <i>De Beers Consolidated Mines, Kimberley, Cape Colony.</i>
1882	†NICHOLS, ARTHUR, <i>Commercial Bank of Australia, Melbourne, Victoria.</i>
1903	NICHOLSON, ARTHUR CLIVE, <i>Khartum, Sudan.</i>
1900	NICHOLSON, BERTIE, <i>Melbourne, Victoria.</i>
1902	NICHOLSON, HENRY, M.L.A., <i>Richmond, Natal.</i>
1886	†NICHOLSON, W. GRESHAM, <i>Golden Fleece, Essequebo, British Guiana.</i>
1899	NICHOLSON, WILLIAM, <i>Assistant Electrical Engineer, Lagos, West Africa.</i>
1889	†NIND, CHARLES E., <i>De Beers Consolidated Mines, Kimberley, Cape Colony.</i>
1893	NISBET, ROBERT, <i>P.O. Box 201, Barberton, Transvaal.</i>
1879	NITCH, GEORGE H., <i>c/o Standard Bank, Johannesburg, Transvaal.</i>
1889	†NOBLE, JOHN, J.P., <i>Shellbank, St. Leonards, Sydney, New South Wales.</i>
1897	†NOBLE, ROBERT D'OVYLY, <i>Petrolia, Ontario, Canada.</i>
1897	NOLAN, JAMES C., <i>Meylersfield Estate, Savanna-la-Mar, Jamaica.</i>
1873	†NORDHEIMER, SAMUEL, <i>Toronto, Canada.</i>
1896	†NORRIE, E. S., <i>P.O. Box 135, Johannesburg, Transvaal.</i>
1886	†NORRIS, MAJOR R. J., D.S.O., <i>West India Regiment, Freetown, Sierra Leone.</i>
1903	NORRISH, WILLIAM, <i>258 Chapel Street, Maritzburg, Natal.</i>
1903	NORTHCOTE, H.E. RT. HON. LOED, G.C.M.G., G.C.I.E., C.B., <i>Govern- ment House, Melbourne, Victoria.</i>

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1879	NORTON, EDWIN, J.P., <i>Grenada, West Indies.</i>
1886	NOTT, RANDOLPH, <i>The Mount, Bowral, New South Wales.</i>
1888	†NOURSF, HENRY, P.O. Box 126, <i>Johannesburg, Transvaal.</i>
1892	†NOYCE, ETHELBERT W., <i>Heidelberg, Transvaal.</i>
1892	†NOYCE, F. A., <i>Noycedale, Heidelberg, Transvaal.</i>
1887	NOYES, EDWARD, 26 Market Street, <i>Sydney, New South Wales.</i>
1901	NOYES, HENRY, 15 Queen Street, <i>Melbourne, Victoria.</i>
1897	NUGENT, FRANK S., <i>Barrister-at-Law, P.O. Box 618, Winnipeg, Canada.</i>
1894	NUTTALL, HIS GRACE ENOS, D.D., <i>Lord Archbishop of the West Indies, Kingston, Jamaica.</i>
1901	OAKESHOTT, JOHN J.
1894	OAKESHOTT, WALTER F., M.D., <i>Lydenburg, Transvaal.</i>
1902	OBYESEKERE, HON. S. C., M.L.C., <i>Hill Castle, Colombo, Ceylon.</i>
1904	OBYESEKERE, DONALD, B.A., <i>Barrister-at-Law, Batadola Wallanwa, Veyangoda, Ceylon.</i>
1898	O'BRIEN, CHARLES A., LL.D., <i>District Commissioner, Accra, Gold Coast Colony.</i>
1897	O'BRIEN, SIR GEORGE T. M., K.C.M.G.
1895	†O'BRIEN, WILLIAM J., <i>Burger Street, Maritzburg, Natal.</i>
1902	O'CONNELL, JOHN HAMILTON, C.C. & R.M., <i>Komgha, Eastern Province, Cape Colony.</i>
1882	O'CONNOR, OWEN LIVINGSTONE, F.R.Met.Soc., <i>Curepipe, Mauritius.</i>
1898	O'Dwyer, ARTHUR W., <i>Old Calabar, Southern Nigeria.</i>
1882	OFFICER, WILLIAM, <i>c/o Messrs. Goldsbrough, Mort & Co., Melbourne, Victoria.</i>
1901	O'FLAHERTY, ALFRED J., <i>Ravensdene, Park Road, Rondebosch, Cape Colony.</i>
1897	O'FLAHERTY, C. R., <i>Rand Club, Johannesburg, Transvaal.</i>
1901	†OGILVIE, ARTHUR H., <i>Suva, Fiji.</i>
1902	†OGILVIE, PATRICK A., P.O. Box 963, <i>Johannesburg, Transvaal.</i>
1891	OGLE, GEORGE REYNOLDS, <i>c/o Post Office, Campbelltown, Otago, New Zealand.</i>
1895	†OHLSSON, ANDRIES, 10 Adderley Street, <i>Cape Town, Cape Colony.</i>
1901	OLDFIELD, FRANK, P.O. Box 61, <i>Bloemfontein, Orange River Colony.</i>
1903	OLDFIELD, FRANK STANLEY, <i>Town Hall, Durban, Natal.</i>
1901	OLIVER, HENRY A., C.M.G., M.L.A., <i>Belgravia, Kimberley, Cape Colony.</i>
1898	OLIVER, LIONEL, <i>Rangoon, Burma.</i>
1885	OLIVER, HON. RICHARD, M.L.C., <i>Corriedale, Oamaru, New Zealand.</i>
1900	OLIVIER, HON. SYDNEY, C.M.G., <i>Colonial Secretary, Kingston, Jamaica.</i>
1901	O'MEARA, THOMAS P., 23 Loop Street, <i>Maritzburg, Natal.</i>
1897	†ONGLEY, FRED, <i>Nicosia, Cyprus.</i>
1903	ONGLEY, PERCY A., <i>Chief of Police, St. George's, Grenada.</i>
1901	†ONSLAW, G. M. MACARTHUR, <i>Camden Park, Menangle, New South Wales.</i>
1903	ORFORD, REV. CANON HORACE WM., M.A., <i>Old St. Andrews, Bloemfontein, Orange River Colony.</i>
1903	ORKIN, ABRAHAM, P.O. Box 2954, <i>Johannesburg, Transvaal.</i>
1881	†ORMOND, GEORGE C., <i>Napier, New Zealand.</i>
1894	ORMSBY, THE RT. REV. G. ALBERT, D.D., <i>Lord Bishop of Honduras, Belize, British Honduras.</i>
1896	O'RORKE, SIR G. MAURICE, <i>Onehunga, Auckland, New Zealand.</i>

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1879 †ORPEN, JOSEPH MILLERD, *Avoca, Barkly East, Cape Colony.*
 1897 †ORPEN, REDMOND N. M., C.M.G., M.L.A., J.P., *St. Clair, Douglas, Cape Colony.*
 1893 ORR, HON. WILLIAM, M.L.C., *c/o Broken Hill Co., 31 Queen Street, Melbourne, Victoria.*
 1904 OSBORNE, HON. ALGERNON WILLOUGHBY, *Attorney-General, Acura, Go'd Coast Colony.*
 1892 OSBORNE, HON. FREDERICK G., M.L.C., *Lagos, West Africa.*
 1901 †OSBORNE, FRANCIS DOUGLAS, *Gopeng, Perak, Federated Malay States.*
 1888 OSBORNE, GEORGE, *Foxlow, via Bungendore, New South Wales; and Union Club, Sydney.*
 1881 OSBORNE, HAMILTON, *Australian Club, Sydney, New South Wales.*
 1904 O'SHEA, PATRICK J., *Middenbury, Toowong, Brisbane, Queensland.*
 1902 †OSWALD, JAMES D., *Merton, Caulfield, Melbourne, Victoria.*
 1886 †OSWALD, HERM E., *Schlossgartenplatz 41, Darmstadt, Germany.*
 1889 OUGHTON, HON. T. B. BANCROFT, M.L.C., *Solicitor-General, 93 Harbour Street, Kingston, Jamaica.*
 1904 OUTHWAITE, ROBERT LEONARD, *Kumbada, Cheshunt, Victoria.*
 1898 OVEREND, ACHESON, J.P., *Brisbane, Queensland.*
 1902 OWEN, HOWEL BARROW, *c/o Globe & Phoenix G. M. Co., Sebakue, Rhodesia.*
 1902 OWEN, JOHN WILSON, *Government Railway, Freetown, Sierra Leone.*
 1887 OWEN, LT.-COLONEL PERCY, *Wollongong, New South Wales.*
 1900 OXLEY, HORACE, *Harbour Board, Port Elizabeth, Cape Colony.*
 1886 PAGE, ARTHUR E., *P.O. Box 523, Johannesburg, Transvaal.*
 1896 PAGET, OWEN FRANK, M.B., *Fremantle, Western Australia.*
 1872 †PAINT, HENRY NICHOLAS, J.P., *Point Tupper, Guernsey, Cape Breton, Nova Scotia (Corresponding Secretary).*
 1902 PAKEMAN, CAPTAIN ANDREW E., *East London, Cape Colony.*
 1890 PALFREY, WILLIAM, *New Club, Johannesburg, Transvaal.*
 1903 PAIK, DAVID S., *Public Works Department, Cape Coast, Gold Coast Colony.*
 1889 PALMER, HERBERT, *P.O. Box 14, Johannesburg, Transvaal.*
 1901 PALMER, JAMES D., *The Willows, Bloemfontein, Orange River Colony.*
 1900 PALMER, JOHN E., *c/o Messrs. Lambton & Milford, 2 Bond Street, Sydney, New South Wales.*
 1885 PALMER, JOSEPH, *Christchurch Club, Canterbury, New Zealand.*
 1899 PALMER, THOMAS, *Rand Club, Johannesburg, Transvaal.*
 1902 PALMER, WILLIAM, J.P., *292 Smith Street, Durban, Natal (Corresponding Secretary).*
 1891 †PAPENFUS, HERBERT B., J.P., *Rand Club, Johannesburg, Transvaal.*
 1885 PARFITT, P. T. J., *c/o Bank of New Zealand, Melbourne, Victoria.*
 1903 PARKER, ARTHUR, *Grahamstown, Cape Colony.*
 1904 PARKER, CHARLES E., *P.O. Box 109, Johannesburg, Transvaal.*
 1882 †PARKER, FRED, HARDYMAN, M.A., B.L., F.R.G.S., *District Judge, Nicosia, Cyprus (Corresponding Secretary).*
 1888 †PARKER, JOHN H., *P.O. Box 2666, Johannesburg, Transvaal.*
 1890 †PARKER, HON. MR. JUSTICE STEPHEN HENRY, *Perth, Western Australia.*
 1902 †PARKER, ROBERT, *26 Lowther Avenue, Toronto, Canada.*
 1896 PARKER, WALTER E., *c/o Messrs. Farrar Bros., P.O. Box 305, Johannesburg, Transvaal.*

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1903 PARKER, WM. R., *Messrs. Brocklehurst & Co., Manaos, Amazonas, Brazil.*
 1904 †PARKES, JOHN S., *P.O. Box 1660, Johannesburg, Transvaal.*
 1901 PARKIN, HENRY CLARENCE, *Sunny Syde, P.O. Witte Klip, via Port Elizabeth, Cape Colony.*
 1902 PARMINSTER, ALFRED, *H.B.M. Vice-Consul, Inhambane, East Africa.*
 1899 †PARRATT, WM. HEATHER, *M.I.M.E., Plantation Rose Hall, Berbice, British Guiana.*
 1901 PARRY, CHARLES MAMES, *Bulawayo, Rhodesia.*
 1879 †PARSONS, CECIL J., *Thirlstane, Moriarty, Tasmania.*
 1896 PARSONS, HAROLD G. (*Barrister-at-Law*), *District Commissioner, Lagos, West Africa.*
 1902 †PATTERSON, ALEXANDER S., *Rattray Street, Dunedin, New Zealand.*
 1902 PATTERSON, LIEUT.-COLONEL GEORGE, *Gympie, Queensland.*
 1891 †PATTERSON, D. W. HARVEY, *Melbourne Club, Melbourne, Victoria.*
 1902 PATTERSON, HERBERT EDWIN, *P.O. Box 394, Durban, Natal.*
 1900 PATTERSON, LIEUT.-COLONEL J. H., *D.S.O.*
 1892 PATTERSON, ROBERT C., C.E., M.H.A., *Vavuna, Hobart, Tasmania.*
 1888 PAULING, GEORGE, *P.O. Box 185, Barberton, Transvaal.*
 1887 †PAWSEY, ALFRED, *Winchester Park, Kingston, Jamaica.*
 1889 †PAYN, PHILIP FRANCIS, F.R.G.S., *P.O. Box 92, Maritzburg, Natal.*
 1903 †PAYNE, EDWARD, F.G.S., *c/o Bank of Africa, East London, Cape Colony.*
 1880 †PAYNE, J. FREDERICK W., *Barrister-at-Law, 60 Queen Street, Melbourne, Victoria.*
 1883 †PAYNE, JOHN A. OTONBA, F.R.G.S., *Orange House, Lagos, West Africa.*
 1900 PEACOCK, JOHN, *c/o Messrs. Millers, Ltd., Lagos, West Africa.*
 1877 PEACOCK, JOHN M., *Addiscombe, Queenstown, Cape Colony.*
 1885 †PEACOCK, HON. J. T., M.L.C., *Christchurch, New Zealand.*
 1889 †PEACOCKE, A. W. H., *P.O. Box 5700, Johannesburg, Transvaal, and Queenstown, Cape Colony.*
 1901 PEAKMAN, LIEUT.-COLONEL THOMAS C., C.M.G., *Kimberley, Cape Colony.*
 1902 PEACE, HENRY, J.P., *Bloemfontein, Orange River Colony.*
 1903 PEARCE, HERBERT G., *Panhalanga, via Umtali, Rhodesia.*
 1901 PEARCE, JOHN, *42 Esplanade Buildings, Durban, Natal.*
 1901 PEARSE, SAMUEL H., *Eyamba Beach, Old Calabar, Southern Nigeria.*
 1892 PEARS, WM. SILAS, *Plympton House, Fremantle, Western Australia.*
 1901 PEARSON, JOHN B., *Sale, Victoria.*
 1884 PEARSON, WALTER HENRY, *Commissioner for Crown Lands, P.O. Box 332 Dunedin, New Zealand.*
 1898 PEARSON, WILLIAM E., *29 Rue des Vinaigriers, Paris.*
 1892 PEEL, EDMUND YATES, *Durban Club, Natal.*
 1901 PEET, HASTINGS FITZ-EDWARD, C.E., *City Engineer, Bloemfontein, Orange River Colony.*
 1904 PEET, JAMES, M.I.Mech.E., *Palmiste, San Fernando, Trinidad.*
 1904 PEERS, JAMES, B.A., L.L.M., *Barrister-at-Law, Rippleworth, Colombo, Ceylon.*
 1892 PEIRSON, JOSEPH WALDIE, F.R.G.S., *P.O. Box 561, Johannesburg, Transvaal.*
 1898 PEMBERTON, FREDERICK B., *Victoria, British Columbia.*
 1899 PEMBERTON, JOSEPH D., *Union Club, Victoria, British Columbia.*
 1902 PENDLETON, ALAN G., *Railway Commissioner, Adelaide, South Australia.*

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1886	†PENNEFATHER, F. W., LL.D., Barrister-at-Law, Adelaide University, South Australia.
1896	PENNY, GEORGE J., Ipoh, Perak, Federated Malay States.
1889	†PENTLAND, ALEXANDER, M.B., Terrigal, Gosford, New South Wales.
1888	PEREGRINE, L. N., District Commissioner, Cape Coast, Gold Coast Colony.
1897	†PERKINS, HUBERT S., Borough Engineer's Office, Burg Street, Cape Town, Cape Colony.
1887	PERKS, THOMAS, P.O. Box 1944, Johannesburg, Transvaal.
1886	PERRIN, HARRY W., P.O. Box 219, Melbourne, Victoria.
1895	PERRIN, RIGHT REV. WILLIAM W., D.D., Lord Bishop of Columbia, Bishopeclose, Victoria, British Columbia.
1893	PERREINS, GEORGE R., Port Elizabeth, Cape Colony.
1902	PERROTT, ISSELL, Sydney, New South Wales.
1883	PERSE, DE BURGH F., Queensland Club, Brisbane, Queensland.
1893	PETER, WILLIAM, Glenloch Estate, Victoria.
1902	PETERSON, PRINCIPAL WILLIAM, LL.D., C.M.G., McGill University, Montreal, Canada.
1903	PHILBRICK, AETHUR J., District Commissioner, Sekondi, Gold Coast Colony.
1897	PHILIP, WILLIAM M., P. O. Box 215, Johannesburg, Transvaal.
1903	PHILLIPS, CAPTAIN LLEWELLYN J., Assistant Resident Magistrate, Krugersdorp, Transvaal.
1871	PHILLIPO, SIR GEORGE, H.B.M. Consul, Geneva.
1890	PHILLIPPS, W. HERBERT, 71 Brookman's Buildings, Grenfell Street, Adelaide, South Australia.
1875	PHILLIPS, COLEMAN, The Knoll, Featherston, Wellington, New Zealand.
1901	PHILLIPS, T. B., The Treasury, Zungeru, Northern Nigeria.
1902	PHILLIPS, THOMAS, 278 Smith Street, Collingwood, Melbourne, Victoria.
1884	PICKERING, WILLIAM A., C.M.G.
1902	PICKWOAD, CECIL A., Local Auditor, Accra, Gold Coast Colony.
1901	PICKWOAD, ROBERT W.
1892	PIECE, JOHN M., Robinson Banking Co., P.O. Box 1040, Johannesburg, Transvaal.
1895	†PIEES, PAULUS EDWARD, B.A., Sriwardhana, Walanwa, Colombo, Ceylon.
1902	PIERS, PETER D. H., Karonga, Lake Nyasa, British Central Africa.
1899	PIGG, CUTHBERT R., I.R.C.P., L.R.C.S., Bogasu, Hinan's Concessions, Tarkwa P.O., Gold Coast Colony.
1889	†PILE, HENRY ALBYNE, Warleigh, St. Peter, Barbados.
1899	PILKINGTON, ROBERT R., B.A., Barrister-at-Law, Weld Club, Perth, Western Australia.
1897	†PIM, HOWARD, P. O. Box 1331, Johannesburg, Transvaal.
1904	PINGSTONE, G. A., F.C.S., P.O. Box 445, Buluwayo, Rhodesia.
1884	PINNOCK, PHILIP, Brisbane, Queensland.
1889	PIRIE, GEORGE, Leopard's Vley, Richmond, Cape Colony.
1886	PITTENDRIGH, W. M., Freetown, Sierra Leone.
1893	†PITT, WILLIAM A., I.R.C.P., L.R.C.S., Cape Coast, Gold Coast Colony.
1901	PITTS, JOHN, Consolidated Investment Co., P.O. Box 590, Johannesburg, Transvaal.
1903	PIZZIGHELLI, RICHARD, P.O. Box 2706, Johannesburg, Transvaal.
1899	PLANGE, HENRY, Barrister-at-Law, Accra, Gold Coast Colony.

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1902	PLANT, CHARLES, <i>P.O. Box 811, Johannesburg, Transvaal.</i>
1893	PLAYFORD, LOUIS L., <i>Chief Magistrate, Johannesburg, Transvaal.</i>
1893	PLUMMER, HON. GEORGE T., M.L.C., <i>La Villa, near Castries, St. Lucia.</i>
1892	PLUMMER, HON. JOHN E., M.L.C., <i>Belize, British Honduras.</i>
1899	POBEE, CHARLES, <i>c/o Messrs. Millers, Ltd., Half Assinee, Gold Coast Colony.</i>
1895	†POCOCK, W. F. H., <i>Cape Town, Cape Colony.</i>
1903	†POLKINGHORNE, EDWIN, <i>Heidsberg, Transvaal.</i>
1903	POLLITZER, PAUL, <i>Port Elizabeth, Cape Colony.</i>
1899	†POLLOCK, HON. HENRY E., K.C., M.L.C., <i>Hong Kong (Corresponding Secretary).</i>
1904	PONTIFEX, REGINALD D., <i>c/o London and Brazilian Bank, Buenos Ayr.s, Argentine Republic.</i>
1891	†POOLE, THOMAS J., <i>P.O. Box 297, Kimberley, Cape Colony.</i>
1899	POOLEY, JOHN, J.P., <i>Park Road, Kimberley, Cape Colony.</i>
1895	POPE, EDWARD, <i>Gympie, Queensland.</i>
1897	POPE, RUFUS H., M.P., <i>Cookshire, Quebec, Canada.</i>
1897	POPE, WILLIAM, <i>Eagle Chambers, Adelaide, South Australia.</i>
1889	†PORTER, GEORGE E., <i>Melbourne Club, Melbourne, Victoria.</i>
1900	PORTER, HOLLAND, <i>Garrucha Iron Mining Co., Bedar, Almeria, Spain.</i>
1903	POTTER, THE VEN. ARCHDEACON BERESFORD, M.A., <i>Nicosia, Cyprus.</i>
1883	†POWELL, FRANCIS, <i>Penang, Straits Settlements.</i>
1880	POWELL, WILFRID, H.B.M. <i>Consul, Philadelphia, U.S.A.</i>
1896	POWER, HARRY SHAKESPEARE, <i>Arden, Cleveland Hill, Natal.</i>
1900	POWYS-JONES, LLEWELYN, <i>Resident Magistrate, Bulawayo, Rhodesia.</i>
1904	POYNTON, J. C., <i>P.O. Box 247, Pretoria, Transvaal.</i>
1902	†PREISS, AUGUST E., <i>c/o Messrs. Daldorff, Schabbel & Co., Port Elizabeth, Cape Colony.</i>
1883	PRICE, CHARLES CHICHELEY, C.E., <i>Belize, British Honduras.</i>
1899	PRICE, D. E., <i>c/o Post Office, Forcados River, Southern Nigeria.</i>
1901	†PRICE, GEORGE, <i>Belize, British Honduras.</i>
1903	†PRICE, T. R., C.M.G., <i>Bryn Tirion, O'Reilly Street, The Berea, Johannesburg, Transvaal.</i>
1900	PRICE, WILLIAM H., <i>c/o G. C. Amalgamated Mines, Tarkwa, Gold Coast Colony.</i>
1901	PRINCE, ALFRED E. J., <i>P.O. Box 178, and 3 Lancaster Buildings, Johannesburg, Transvaal (Corresponding Secretary).</i>
1888	†PRINCE, J. PERROTT, M.D., <i>188 Smith Street, Durban, Natal.</i>
1890	PRINGLE, HON. JOHN, C.M.G., M.B., <i>Aquata Vale, Annotta Bay, Jamaica.</i>
1897	PRIOR, HON. LT.-COLONEL EDWARD G., M.P., <i>Victoria, British Columbia.</i>
1892	†PRITCHARD, ALEXANDER H., <i>Mattock, Charters Towers, Queensland.</i>
1902	PRITCHARD, EDWARD, J.P., <i>Numba, Nowra, New South Wales.</i>
1893	PROBYN, H.E. LESLIE, C.M.G., <i>Government House, Freetown, Sierra Leone.</i>
1898	PROCTOR, CAPTAIN JOHN, <i>South African College House, Cape Town, Cape Colony.</i>
1902	PROFIT, BENJAMIN T., <i>c/o Niger Co., Ltd., Burutu, Forcados, Southern Nigeria.</i>
1894	PROUT, HON. WM. THOMAS, M.L.C., M.B., C.M., <i>Principal Medical Officer, Freetown, Sierra Leone.</i>
1903	PROWSE, HARRY, <i>138 Church Street, Maritzburg, Natal.</i>

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1901	PUCKLE, HENRY LEONARD, 15 Macquarie Place, Sydney, New South Wales.
1903	PULLAE, JAMES, F.F.A., A.I.A., 421 Collins Street, Melbourne, Victoria.
1896	PUNCH, CYRIL, Abeokuta, Lagos, West Africa.
1898	PURCHAS, THOMAS A. R., Rand Club, Johannesburg, Transvaal.
1889	†PURVIS, WILLIAM HERBERT, Victoria, British Columbia.
1891	QUENTRALL, THOMAS, H.M. Inspector of Mines, Kimberley, Cape Colony.
1895	†QUINTON, FRANCIS J., P.O. Box 662, Johannesburg, Transvaal.
1903	QUINTON, JOHN PURCSELL, F.R.H.S., Botanic Station, Freetown, Sierra Leone.
1902	RAE, JAMES E., Queenstown, Cape Colony.
1901	RAJENDRA, R., Colombo, Ceylon.
1891	†RAJEPAKSÉ, MUDALIYAR TUDOR D. N., Colombo, Ceylon.
1903	RALPH, CHARLES H. D., M.R.C.S.E., L.R.C.P., Government Medical Officer, Saltpond, Gold Coast Colony.
1897	RALPH, FRED W., Broken Hill Chambers, King William Street, Adelaide, South Australia.
1884	RÁMA-NÁTHAN, P., C.M.G., K.C., Solicitor-General, Colombo, Ceylon.
1898	RAMSAY, KEITH, J.P., Vogel Street, Dunedin, New Zealand.
1895	RAMSBOTTÉM, ALFRED E. W., F.R.C.S.I., L.R.C.P.I., Bloemfontein, Orange River Colony.
1900	RAMSDEN, HUGH C. H., Appleton Estate, Siloah P.O., Jamaica.
1899	RAND, ARTHUR E., New Westminster, British Columbia.
1897	RANFURLY, RT. HON. THE EARL OF, G.C.M.G.
1880	RANNIE, D. N., St. John's, Antigua.
1895	RAPAPORT, ISIDORE, P.O. Box 2075, Johannesburg, Transvaal.
1902	RASON, CAPTAIN ERNEST G., R.N., British Resident, Vila, New Hebrides.
1900	†RASP, CHARLES, J.P., Willyama, The Avenue, Medindie, Adelaide, South Australia.
1896	RATHBONE, EDGAR P., P.O. Box 927, Johannesburg, Transvaal.
1898	†RATTENBURY, FRANCIS M., Victoria, British Columbia.
1899	RATTRAY, W. WALLACE, Customs Department, Lagos, West Africa.
1902	RAWSON, H.E. ADMIRAL SIR HARRY H., K.C.B., Government House, Sydney, New South Wales.
1899	†RAY, LIEUT.-COLONEL S. WELLINGTON, Port Arthur, Ontario, Canada.
1895	†RAYMOND, THOMAS, care of Post Office, Maritzburg, Natal.
1888	RAYNER, HON. SIR THOMAS CROSSLEY, K.C., Attorney-General, Georgetown, British Guiana.
1902	READ, EDWARD H., M.R.C.S., L.R.C.P., Government Medical Officer, Lagos, West Africa.
1901	REANBY, CECIL T., Inspector of Police, Freetown, Sierra Leone.
1901	REECE, EARDLEY B., The Treasury, Accra, Gold Coast Colony.
1904	REECE, HENRY FEAR, Christchurch, New Zealand.
1904	†REECE, MAURICE D., Tanosu, viâ Axim, Gold Coast Colony.
1889	REDWOOD, CHARLES L., P.O. Box 500, Johannesburg, Transvaal.
1896	†REED, REV. G. CULLEN H., Bulilima, viâ Plumtree Siding, Rhodesia.
1892	REELER, JOHN WM., National Bank Chambers, Cape Town, Cape Colony.
1895	REID, ARTHUR H., C.E., F.R.I.B.A., P.O. Box 120, Cape Town, Cape Colony.
1897	†REID, DAVID, Kimberley, Cape Colony.

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1896 REID, IREVIN K., M.D., C.M., *Government Medical Officer, Berbice, British Guiana.*

1892 REID, JAMES SMITH, *Mount Macedon, near Melbourne, Victoria.*

1883 REID, JOHN, *Elderslie, Oamaru, New Zealand.*

1897 REID, ALDERMAN MALCOLM, J.P., *Franklin St., Adelaide, South Australia.*

1896 †REID, ROBERT GILLESPIE, *275 Drummond Street, Montreal, Canada.*

1901 REID, ROBERT SMITH, *Port of Spain, Trinidad.*

1899 †REID, THOMAS H., F.J.I., J.P., "China Mail" Office, *Hong Kong.*

1889 REID, W. J. G., *Funchal, Madeira.*

1903 †REID, WILLIAM D., *Reid Newfoundland Co., St. Johns, Newfoundland.*

1889 †REINERS, AUGUST, *Port Elizabeth, Cape Colony.*

1899 †REILLY, OWEN, *Rand Club, Johannesburg, Transvaal.*

1886 RENNELL, PETER A., *Barrister-at-Law, Cape Coast, Gold Coast Colony.*

1885 RENNELL, W., M.D., *Assistant Colonial Surgeon, Freetown, Sierra Leone.*

1899 †RENNIE, ALFRED H., *Queen's Road Central, Hong Kong.*

1900 †RENTON, J. H., *Messrs. Bosanquet & Co., Colombo, Ceylon.*

1893 †REUNERT, THEODORE, A.M.Inst.C.E., *P.O. Box 92, Johannesburg, Transvaal.*

1898 †REYNOLDS, FRANK, M.L.A., *Umtinto, Natal.*

1893 REYNOLDS, HENRY, *Calle Progresso 1449, Buenos Ayres.*

1881 †RHODES, A. E. G., *Barrister-at-Law, Christchurch, New Zealand.*

1888 †RHODES, GEORGE H., *Claremont, Timaru, New Zealand.*

1883 RHODES, R. HEATON, M.H.R., *Barrister-at-Law, Christchurch, New Zealand.*

1885 †RHODES, ROBERT H., *Bluecliffs, Timaru, New Zealand.*

1903 RICHARDS, FRANK T., *364 Smith Street, Durban, Natal.*

1884 RICHARDS, T. H. HATTON, *Assistant Govt. Secretary, Nicosia, Cyprus.*

1899 RICHARDSON, EDWARD, C.E., *Entebbe, Uganda.*

1887 †RICHARDSON, HORACE G., *Queensland.*

1898 RICHARDSON, J. ARTHUR, *Glenferrie House, Burwood Road, Glenferrie, Melbourne, Victoria.*

1894 RICHEY, HON. MATTHEW H., K.C., D.C.L., *427 Brunswick Street, Halifax, Nova Scotia (Corresponding Secretary).*

1897 RICHMOND, JAMES, *Public Works Department, Kingston, Jamaica.*

1888 RICKETT, GUSTAV H., *Georgetown, British Guiana.*

1890 RICKETTS, D. POYNTZ, A.M.Inst.C.E., c/o H.B.M. Consul, *Tientsin, China.*

1882 RIDDFORD, EDWARD J., *Fern Grove, Lower Hutt, Wellington, New Zealand.*

1885 †RIDDOCH, HON. GEORGE, M.L.C., *Glencoe, Mount Gambier, South Australia.*

1900 RIDER, REV. W. WILKINSON, *Durban, Natal.*

1891 †RIDGE, SAMUEL H., B.A.

1902 RIDLEY, BERNARD W., *Cottesloe, Western Australia.*

1902 RIDSDALE, HERBERT A., *Coolgardie, Western Australia.*

1891 †RIGBY, GEORGE OWEN, M.B., F.R.C.S.E., *High Street, Kyneton, Victoria.*

1902 RILEY, RT. REV. CHARLES OWEN L., D.D., *Lord Bishop of Perth, Perth, Western Australia.*

1881 †RIMBLE, J. C., *Kelvin Grove, Newlands, Cape Town, Cape Colony.*

1902 RIMINGTON, S. B., *Bank of British West Africa, Lagos, West Africa.*

1893 RISSIK, CORNELIS, P.O. Box 401, *Johannesburg, Transvaal.*

1898 RITCHIE, DUGALD, *Gedong Estate, Penang, Straits Settlements.*

1892 RITCHIE, JOHN MACFARLANE, *Dunedin, New Zealand.*

1900 ROBERTON, ERNEST, M.D., M.R.C.S.E., *Sy蒙d St., Auckland, New Zealand.*

Year of
Election.

1890	†ROBERTS, COLONEL CHARLES F., C.M.G., <i>Sydney, New South Wales.</i>
1885	†ROBERTS, HON. CHARLES J., C.M.G., M.L.C., <i>Sydney, New South Wales.</i>
1899	†ROBERTS, CHARLES J., P.O. Box 1771, <i>Johannesburg, Transvaal.</i>
1902	ROBERTS, HARRY, <i>Steynsburg, Cape Colony.</i>
1891	ROBERTS, JOHN, C.M.G., P.O. Box 304, <i>Dunedin, New Zealand.</i>
1897	ROBERTS, PERCY S., <i>Kooringal, Gladstone, Queensland.</i>
1900	ROBERTS, REGINALD A., <i>Old Calabar, Southern Nigeria.</i>
1889	†ROBERTS, R. WIGHTWICK, F.C.S., <i>Valparaiso, Chili.</i>
1899	†ROBERTSON, ALEXANDER, 157 St. James's Street, <i>Montreal, Canada.</i>
1890	†ROBERTSON, JAMES, <i>Wecker St., Coorparoo, Brisbane, Queensland.</i>
1902	ROBERTSON, JOHN, 500 Smith Street, <i>Durban, Natal.</i>
1896	ROBERTSON, HON. WM. SLOANE, M.L.C., <i>San Fernando, Trinidad.</i>
1901	ROBINSON, EDWARD, <i>Ashanti, Gold Coast Colony.</i>
1899	ROBINSON, CAPTAIN E. ROKEBY, F.R.G.S., <i>The Green House, 7th Street, Bezuidenhout, Johannesburg, Transvaal.</i>
1902	ROBINSON, F. ALLAN C., <i>Postmaster, Sekondi, Gold Coast Colony.</i>
1899	ROBINSON, JOHN, P.O. Box 2638, <i>Johannesburg, Transvaal.</i>
1901	ROBINSON, MAURICE, P.O. Box 3217, <i>Johannesburg, Transvaal.</i>
1883	ROBINSON, THOMAS, P.O. Box 1275, <i>Winnipeg, Canada (Corresponding Secretary).</i>
1904	ROBINSON, WM. VALENTINE, C.M.G., <i>Parliament House, Melbourne, Victoria.</i>
1901	†ROBISON, JOHN H., 139 <i>Vickery's Chambers, 82 Pitt Street, Sydney, New South Wales.</i>
1882	ROCHE, CAPTAIN W. P.
1895	ROCK, CHARLES WM., <i>Rossfontein Farm, Malvern, Natal.</i>
1885	ROCKWOOD, HON. WILLIAM GABRIEL, M.L.C., M.D., M.R.C.S., M.R.C.P., <i>Colombo, Ceylon.</i>
1899	†RODDA, STANLEY N., c/o Messrs. <i>Fraser & Chalmers, P.O. Box 1065, Johannesburg, Transvaal.</i>
1889	RODGEE, H.E. JOHN P., C.M.G., <i>Government House, Accra, Gold Coast, Colony.</i>
1904	†RODGER, MAJOR THOMAS HENDERSON, D.S.O., <i>The Club, Kimberley, Cape Colony.</i>
1896	†ROE, AUGUSTUS S., <i>Police Magistrate, Perth, Western Australia.</i>
1896	ROE, FREDERICK W., 19 <i>Herbert Street, St. Kilda, Melbourne, Victoria.</i>
1884	ROGERS, HENRY ADAMS, P.O. Box 810, <i>Johannesburg, Transvaal.</i>
1903	ROGERS, JOSEPH W., <i>Mining Managers' Association, Kalgoorlie, Western Australia.</i>
1887	ROGERS, WM. HEYWARD, P.O. Box 810, <i>Johannesburg, Transvaal.</i>
1903	ROGERSON, WM. SCOTT.
1900	†ROLES, F. CROSBIE, "Times" Office, <i>Colombo, Ceylon.</i>
1898	ROLLAND, ARTHUR E. MCLELLAN, Messrs. <i>Champion & Co., Field Street Buildings, Durban, Natal.</i>
1897	ROOT, JOHN, JUNE., <i>Colombo, Ceylon.</i>
1894	ROOTH, EDWARD, P.O. Box 208, <i>Pretoria, Transvaal.</i>
1902	ROPEE, HENRY BASIL, I.S.O., <i>Prisons Department, Cape Town, Cape Colony.</i>
1883	†ROSADO, HON. J. M., M.L.C., <i>Belize, British Honduras.</i>
1900	ROSE, DUNCAN C., c/o <i>Wassau Consolidated Goldfields, Ltd., Axim, Gold Coast Colony.</i>

Year of Election.	
1901	Rose-Innes, His Honour Chief Justice Sir James, K.C.M.G., Pretoria, Transvaal.
1896	†Rosettenstein, Max, P.O. Box 49, Johannesburg, Transvaal.
1890	Rosewarne, D. D., c/o Commercial Bank of Australia, Perth, Western Australia.
1898	Ross, Alexander Carnegie, C.B., H.B.M. Consul, Buenos Ayres, Argentine Republic.
1899	Ross, Alexander J., Messrs. Guthrie & Co., Singapore.
1885	†Ross, Hon. John K. M., M.E.C. (Barrister-at-Law), Collector of Customs, Suva, Fiji (Corresponding Secretary).
1899	Ross, Reginald J. B., Police Magistrate, Lagos, West Africa.
1883	Ross, Hon. William, M.L.C., J.P., Cape Town, Cape Colony.
1892	†Ross, William, P.O. Box 151, Johannesburg, Transvaal.
1904	Ross, Wm. Alston, District Commissioner, Lagos, West Africa.
1887	Rothe, Waldemar H., c/o Colonial Sugar Refining Co., Ltd., Sydney, New South Wales.
1902	Rousseau, James T., M.A., Sub-Intendant of Crown Lands, Port of Spain, Trinidad.
1900	Row, the Rajah A. V. Jugga, Vizagapatam, Madras.
1891	Rowan, Andrew, 404 Collins Street, Melbourne, Victoria.
1899	Rowse, John A., Gold Coast Survey, Sekondi, Gold Coast Colony.
1891	Royce, G. H., Harbour Board, Townsville, Queensland.
1892	†Royce, William, P.O. Box 2327, Johannesburg, Transvaal.
1885	Royle, Charles John, 5 Bond Street, Sydney, New South Wales.
1904	Rubie, Gordon, "Rand Daily Mail," P.O. Box 5095, Johannesburg, Transvaal.
1881	†Rudall, James T., F.R.C.S., 151 Collins Street, Melbourne, Victoria.
1881	Rudd, Charles D., J.P., Newlands, Cape Town, Cape Colony.
1882	Rumsey, Commander R. Murray, R.N., I.S.O.
1883	Runchman, M. S.
1902	Runciman, William, M.L.A., Simons Town, Cape Colony.
1877	Russell, Arthur E., Te Matai, Palmerston North, New Zealand.
1898	Russell, Charles W., Union Bank of Australia, Melbourne, Victoria.
1875	Russell, G. Grey, Dunedin, New Zealand.
1901	Russell, James, Waimarama, Remuera, Auckland, New Zealand.
1903	Russell, James, Carngham, Victoria.
1883	†Russell, John Purvis, Wangai, Moana, Wairarapa, Wellington, New Zealand.
1902	Russell, Robert, I.S.O., LL.D., Maritzburg, Natal.
1877	Russell, Hon. Sir William R., M.H.R., Flaxmere, Napier, New Zealand.
1889	†Rutherford, Arthur F. B., Rand Club, Johannesburg, Transvaal.
1898	Rutherford, George J., M.R.C.S., L.R.C.P., Assistant Colonial Surgeon, Accra, Gold Coast Colony.
1888	†Rutherford, Henry, J.P., Controller of Excise, Durban, Natal.
1896	†Sachs, Leo Ferdinand, Brisbane, Queensland.
1881	Sachse, Charles, Wall Strasse 5/8, Berlin, Germany.
1890	†Sacke, Simon, P.O. Box 124, Johannesburg, Transvaal.
1886	Sadler, E. J., J.P., Westmoreland, Jamaica.
1898	Sadler, W. W. Gordon, Rand Club, Johannesburg, Transvaal.

Year of
Election.

1901	†SABERT, FREDERICK A., P.O. Box 8, Edmonton, Alberta, Canada.
1883	ST. LEGER, FREDERICK LUKE, 56 St. George's Street, Cape Town, Cape Colony.
1886	SALAMAN, FREDERICK N., 60 University Place, New York.
1903	SALIER, EDWARD LUCAS, Hobart, Tasmania.
1885	SALINE, FREDK. J., Hobart, Tasmania.
1903	SALIER, GEORGE W., Vinegrove, Scottsdale, Tasmania.
1882	†SALMOND, CHARLES SHORT, Melbourne, Victoria.
1903	†SAMUEL, OLIVER, Barrister-at-Law, New Plymouth, New Zealand.
1892	SANDERSON, CHARLES E. F., C.E., Messrs. Riley, Hargreaves & Co. Singapore.
1900	SANDERSON, EDWARD MURRAY, Glenboig, Strathclyde, Barbados.
1900	SANDERSON, HARRY, Salisbury, Rhodesia.
1903	SANDFORD, ALEXANDER WALLACE, J.P., Imperial Place, Grenfell Street, Adelaide, South Australia.
1903	†SANDOVER, ALFRED, Claremont, Western Australia.
1900	†SANDY, JAMES M., Blenheim, Queen St., Burwood, Sydney, New South Wales.
1901	SANGER, CHARLES B., New Club, Johannesburg, Transvaal.
1889	SARAM, F. J. DE, J.P., Proctor, Supreme Court, Colombo, Ceylon.
1876	†SARJEANT, HENRY, Fordell House, Wanganui, New Zealand.
1902	SASSE, A. R. G., 475 Collins Street, Melbourne, Victoria.
1886	SAUER, HANS, M.D., c/o Chartered Co., Bulawayo, Rhodesia.
1903	SAUNDERS, ARTHUR R., M.B., F.R.C.S.E., Kingston, Jamaica.
1896	†SAUNDERS, HON. CHARLES J. R., C.M.G., Chief Magistrate and Civil Commissioner, Eshowe, Natal.
1893	SAUNDERS, EDWARD, Tongaat, Natal.
1901	SAUNDERS, CAPTAIN FREDERICK A., F.R.C.S., L.R.C.P., Lancing House, Grahamstown, Cape Colony (Corresponding Secretary).
1893	SAUNDERS, SENATOR HENRY J., A.M.Inst.C.E., Perth, Western Australia.
1886	SAUNDERS, HENRY W., M.D., F.R.C.S., Johannesburg, Transvaal.
1880	SAUNDERS, JOHN, Sea Cliff, near Cape Town, Cape Colony.
1891	†SAUNDERS, JOHN H., M.B., M.R.C.S., c/o Bank of New South Wales, Melbourne, Victoria.
1902	SAUNDEES, PHILIP, P.O. Box 1863, Johannesburg, Transvaal.
1903	SAVAGE, GABRIEL H., Barrister-at-Law, Sunnyside, Cape Coast, Gold Coast Colony.
1895	SAVILLE-KENT, WILLIAM, F.L.S., F.Z.S., Weld Club, Perth, Western Australia.
1903	SAW, ATHELSTAN J. H., M.A., M.D., 484 St. George's Terrace, Perth, Western Australia.
1897	†SAW, WILLIAM A., Land Titles Office, Perth, Western Australia.
1895	SAWERS, JOHN, Bank of Australasia, Melbourne, Victoria.
1902	SCARE, VALENTINE E., Selukwe Columbia Gold Mine, Selukwe, Rhodesia.
1884	†SCANLEN, HON. SIR THOMAS, K.C.M.G., M.E.C., Bulawayo, Rhodesia.
1887	SCARD, FREDERIC I., Georgetown, British Guiana.
1900	SCHIEDEL, AUGUSTE, Ph.D., Union Club, Sydney, New South Wales.
1904	SCHIERHOUT, MICHAEL J., Bank of Africa, Cape Town, Cape Colony.
1888	SCHIEPS, MAX, Tete, via Kilimane, East Africa.
1889	†SCHOOLFIELD, WALTER H., Port Elizabeth, Cape Colony.
1878	SCHOLES, HON. HENRY R. PIPON, Attorney-General, Kingston, Jamaica.
1897	SCHREINER, HON. WILLIAM P., C.M.G., K.C., Cape Town, Cape Colony.

Year of Election.	
1898	SCHULLER, OSCAR H., P.O. Box 4427, Johannesburg, Transvaal.
1896	†SCHULZ, J. A. AUREL, M.D., Stamford Hill Road, Durban, Natal.
1902	†SCOTT, ARTHUR ELDON, M.R.C.S., L.R.C.P., c/o Messrs. H. B. W. Russell & Co., Cape Coast, Gold Coast Colony.
1895	SCOTT, CHARLES, P.O. Box 845, Johannesburg, Transvaal.
1901	SCOTT, EDWARD J., Asaba, Southern Nigeria.
1901	SCOTT, ELGIN, Stryj, Galizien, Austria.
1902	†SCOTT, GEORGE, P.O. Box 250, Bloemfontein, Orange River Colony.
1876	SCOTT, HENRY, J.P., Eagle Chambers, Pirie Street, Adelaide, South Australia.
1903	SCOTT, HENRY MILNE, Eldon Chambers, Suva, Fiji.
1901	SCOTT, SIR JAMES GEORGE, K.C.I.E., c/o Secretariat, Rangoon, Burma.
1901	SCOTT, PERCY G., C.E., Public Works Department, Rangoon, Burma.
1903	SCOTT, WILLIAM A., Stipendiary Magistrate, Suva, Fiji.
1901	SCRUBY, CHARLES B., District Commissioner, Lagos, West Africa.
1903	SCRUBY, F. SUTHERLAND, B.A., Armidale, New South Wales.
1901	SEARLE, JAMES, M.L.A., Port Elizabeth, Cape Colony.
1893	SEAVILL, CECIL ELIOT, P.O. Box 295, Cape Town, Cape Colony.
1901	SEDGEFIELD, AERTHUR E., Murbo North, Victoria.
1888	†SEDWICK, CHARLES F., P.O. Box 68, Cape Town, Cape Colony.
1903	SEHOFF, ADOLPH, P.O. Box 47, Krugersdorp, Transvaal.
1879	SEGRE, JOSEPH S., J.P., Savanna-la-Mar, Jamaica.
1903	SELMES, HENRY P., J.P., Bulawayo, Rhodesia.
1894	*SELOUS, FREDERICK O., Bulawayo, Rhodesia.
1898	SENIOR, BERNARD, Auditor-General, Bloemfontein, Orange River Colony.
1900	†SERRURIER, LOUIS C., c/o General Estate and Orphan Chamber, Adderley Street, Cape Town, Cape Colony.
1902	SETH, ABATHOON, Deputy Registrar, Supreme Court, Hong Kong.
1898	SEVERN, CLAUD, Civil Service, Kuala Lumpur, Selangor, Federated Malay States.
1899	SEWELL, HARRY PERCY, B.A., Steelfield, Duncans P.O., Jamaica.
1879	†SEWELL, HON. HENRY, M.I.C., Trelawny, Jamaica.
1900	SHAND, FRANCIS B. B., St. John's, Antigua.
1901	SHARP, J. W.
1901	SHARPE, SIR ALFRED, K.C.M.G., C.B., H.M. Commissioner and Consul-General, Zomba, British Central Africa.
1902	SHAUGHNESSY, SIR THOMAS G., Canadian Pacific Railway, Montreal, Canada.
1903	†SHAW, CHARLES COURtenay, Colonial Secretariat, Pretoria, Transvaal.
1889	SHAW, FREDERICK C. (Surgeon Superintendent, Indian Emigration Service).
1883	†SHAW, THOMAS, Wooyrite, Camperdown, Victoria.
1902	SHAW, HENRY B., Assistant Under Colonial Secretary, Cape Town, Cape Colony.
1898	SHREAR, ABRAHAM, c/o Messrs. Bewick, Moreing & Co., Kalgoorlie, Western Australia.
1898	SHEARING, THOMAS, 297 Smith Street, Durban, Natal.
1885	†SHENTON, EDWARD, J.P., Weld Club, Perth, Western Australia.
1900	SHENTON, ERNEST C., Weld Club, Perth, Western Australia.
1884	†SHENTON, HON. SIR GEORGE, M.L.C., J.P., Crawley, Western Australia.
1889	†SHEPHERD, JAMES, P.O. Box 518, Johannesburg, Transvaal.
1899	SHEPHERD, BRUCE, I.S.O., Land Office, Hong Kong.
1807	SHEPHERD, PERCY G., P.O. Box 646, Johannesburg, Transvaal.

Year of
Election.

1881	†SHIRLEY, HON. LEICESTER C., <i>Hyde Hall, Clarks Town P.O., Jamaica.</i>
1897	SHOLL, ROBERT F., <i>Perth, Western Australia.</i>
1904	SHORES, JOHN W., C.M.G., M.Inst.C.E., <i>Engineer-in-Chief, Government Railways, Maritzburg, Natal.</i>
1904	†SHORT, LOUIS W., P.O. Box 663, <i>Johannesburg, Transvaal.</i>
1902	†SHRAGER, ISAAC, 28 <i>Dalhousie Square West, Calcutta.</i>
1902	SHRAGER, JAMES, <i>Messrs. Shrager Bros., Singapore.</i>
1884	SHRIMPTON, WALTER, <i>Matapiro, Napier, New Zealand.</i>
1902	†SIEDELE, OTTO, P.O. Box 31, <i>Durban, Natal.</i>
1899	SIEVEERS, ANDREW J., c/o <i>Messrs. Dangar, Gedye & Co., 62 Margaret Street, Sydney, New South Wales.</i>
1903	SIFTON, HON. CLIFFORD, K.C., M.P., <i>Ottawa, Canada.</i>
1903	†SILBERBAUER, CHARLES F., <i>Rondebosch, Cape Colony.</i>
1899	†SIMKINS, EDWARD, <i>Whitecliff, Greytown, Natal.</i>
1894	SIMMONS, HON. C. J., M.L.C., <i>St. Vincent, West Indies.</i>
1896	SIMMONS, JOSEPH B. LINTORN, J.P.
1901	SIMMS, ALEXANDER.
1884	†SIMPSON, EDWARD FLEMING, P.O. Box 285, <i>Pretoria, Transvaal.</i>
1882	†SIMPSON, G. MORRIS, <i>Australian Club, Sydney, New South Wales.</i>
1893	SIMPSON, ROBERT M., M.D., 456 Main Street, <i>Winnipeg, Canada.</i>
1896	SIMS, C. J., <i>Rand Club, Johannesburg, Transvaal.</i>
1884	SIMSON, R. J. P., <i>Melbourne Club, Melbourne, Victoria.</i>
1897	SINCKLER, EDWARD G., <i>Police Magistrate, Gibbes Plantation, St. Peter, Barbados.</i>
1890	SINCLAIR-STEVENSON, E., M.D., <i>Strathallan House, Rondebosch, Cape Colony.</i>
1903	SINGLETON, ROBERT, <i>Haverbrook, Melbourne, Victoria.</i>
1892	SKERMAN, SIDNEY, M.R.C.S.E., <i>Marton, Rangitikei, New Zealand.</i>
1904	†SKERRITT, CHARLES P., <i>Barrister-at-Law, Wellington, New Zealand.</i>
1900	SKUES, THOMAS MCKENZIE, <i>Commissariat Buildings, Cape Coast, Gold Coast Colony.</i>
1901	†SLACK, WILLIAM J., <i>Belize, British Honduras.</i>
1902	†SLINGER, DAVID L., <i>Green Hill, St. George's, Grenada.</i>
1880	†SLOANE, ALEXANDER, <i>Mulwala Station, New South Wales.</i>
1896	SLOLEY, H. C., <i>The Residency, Maseru, Basutoland, South Africa.</i>
1902	SMALL, JOHN D., L.R.C.S., L.S.A., <i>Government Medical Officer, Lagos, West Africa.</i>
1894	SMALL, JOHN T., <i>Barrister-at-Law, 24 Adelaide Street East, Toronto, Canada (Corresponding Secretary).</i>
1891	SMITH, PROFESSOR ALFRED MICA, <i>Ballarat, Victoria.</i>
1903	SMITH, ARTHUR ASHDOWN, P.O. Box 141, <i>Durban, Natal.</i>
1882	SMITH, CHARLES, <i>Wanganui, New Zealand.</i>
1903	SMITH, CHARLES H., A.R.I.B.A., <i>The Gables, Rondebosch, Cape Colony.</i>
1898	SMITH, COLIN, 17 <i>Bayswater Road, Sydney, New South Wales.</i>
1899	SMITH, EDWARD H. DEAN, <i>Weld Club, Perth, Western Australia.</i>
1893	†SMITH, EDWARD ROBERTS, M.R.C.S.E., <i>Cowra, New South Wales.</i>
1883	†SMITH, HON. SIR EDWIN THOMAS, K.C.M.G., M.L.C., <i>Adelaide, South Australia.</i>
1902	SMITH, F. B., <i>Agricultural Department, P.O. Box 1064, Pretoria, Transvaal.</i>
1894	SMITH, F. CALEY, <i>Yalumba, Angaston, South Australia.</i>
1882	SMITH, HON. MR. JUSTICE FRANCIS, <i>Cape Coast, Gold Coast Colony.</i>

Year of
Election.

1904	†SMITH, CAPTAIN GEORGE, A.G.A., <i>Thursday Island, vid Queensland.</i>
1899	SMITH, HON. GEORGE, M.L.C., <i>Registrar-General, Nicosia, Cyprus.</i>
1895	SMITH, HON. GEORGE DAVID, M.L.C., <i>Cape Town, Cape Colony.</i>
1888	†SMITH, HENRY FLESHER, <i>Gordon Brook, Grafton, New South Wales.</i>
1899	SMITH, HENRY HAVELOCK, P.O. Box 2147, <i>Johannesburg, Transvaal.</i>
1888	†SMITH, H. G. SETH, <i>Northern Club, Auckland, New Zealand (Corresponding Secretary).</i>
1884	†SMITH, JAMES CARMICHAEL, <i>Post Office, Freetown, Sierra Leone.</i>
1902	SMITH, JOHN CLIFFORD, <i>Mooroolbark Park, Lilydale, Victoria.</i>
1901	SMITH, LAURENCE, <i>The Treasury, Zomba, British Central Africa.</i>
1902	SMITH, PROFESSOR R. NEIL, <i>The University, Hobart, Tasmania.</i>
1894	†SMITH, HON. ROBERT GEMMELL, M.L.C., <i>Nausori, Fiji.</i>
1882	SMITH, ROBERT MURRAY, C.M.G., <i>Repton, Toorak Rd., Melbourne, Victoria.</i>
1889	SMITH, R. TOTTENHAM, <i>Standard Bank, Johannesburg, Transvaal.</i>
1895	SMITH, THOMAS HENRY, <i>Accra, Gold Coast Colony.</i>
1898	†SMITH, WILLIAM, c/o <i>Rhodesian Goldfields Co., Salisbury, Rhodesia.</i>
1887	†SMITH, WILLIAM, <i>Georgetown, British Guiana.</i>
1895	SMITH, W. E., <i>Railway Department, Port of Spain, Trinidad.</i>
1898	†SMITH, WM. EDWARDS, M.R.A.C., P.O. Box 1330, <i>Sydney, New South Wales.</i>
1877	†SMITH, SIR W. F. HAYNES, K.C.M.G.
1894	SMITH, HIS GRACE WM. SAUMAREZ, D.D., <i>Lord Archbishop of Sydney, Greenknowe, Macleay Street, Sydney, New South Wales.</i>
1899	SMITHMAN, CAPTAIN FRANK J., D.S.O.
1903	SMITHERS, HENRY, <i>Messrs. J. Robertson & Co., P.O. Box 279, Cape Town, Cape Colony.</i>
1885	†SMUTS, C. PETER, M.B., C.M. (Edin.), <i>Mowbray, near Cape Town, Cape Colony.</i>
1898	SMUTS, JOHANNES, c/o <i>Secretary of Administration, Pretoria, Transvaal.</i>
1901	SMUTS, LOUIS B., <i>Civil Service Club, Cape Town, Cape Colony.</i>
1897	SMYTH, HERBERT WARINGTON, M.A., F.G.S., <i>Mines Department, Johannesburg, Transvaal.</i>
1902	SMYTH, J. W., <i>New Club, Johannesburg, Transvaal.</i>
1889	SNELL, EDWARD, <i>Durban, Natal.</i>
1886	SNOWDEN, HON. SIR ARTHUR, M.L.C., <i>433 Little Collins Street, Melbourne, Victoria.</i>
1903	SOLOMON, EDWARD P., P.O. Box 424, <i>Johannesburg, Transvaal.</i>
1899	SOLOMON, ELIAS, J.P., <i>Fremantle, Western Australia.</i>
1896	†SOLOMON, HON. HARRY, M.L.C., P.O. Box 1388, <i>Johannesburg, Transvaal.</i>
1897	†SOLOMON, HARRY DOUGLAS, P.O. Box 455, <i>Johannesburg, Transvaal.</i>
1902	SOLOMON, N. STAFFORD., <i>Supervisor of Customs, Accra, Gold Coast Colony.</i>
1883	SOLOMON, HON. MR. JUSTICE WILLIAM HENRY, <i>Pretoria, Transvaal.</i>
1894	†SOMERSET, EDMUND T., P.O. Box 43, <i>Johannesburg, Transvaal.</i>
1888	†SOMERSHIELD, OSCAR, <i>Regina Villa, St. Andrews Road, Sea Point, Cape Town, Cape Colony.</i>
1892	SOMERVILLE, FREDERICK G., 8 <i>Change Alley, Singapore.</i>
1897	SONNENBERG, CHARLES, P.O. Box 463, <i>Cape Town, Cape Colony.</i>
1893	SOUTHEY, CHARLES, C.M.G., <i>Culmstock, near Cradock, Cape Colony.</i>
1902	SOUTHWOOD, REGINALD T. E., <i>Salisbury, Rhodesia.</i>
1902	SPARKS, HARRY, <i>Calthorpe Hall, Sydenham, Durban, Natal.</i>
1896	†SPENCE, ROBERT H., P.O. Box 564, <i>Johannesburg, Transvaal.</i>

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1899	SPICE, WILLIAM, <i>Gas Company, Rockhampton, Queensland.</i>
1881	SPRIGG, RT. HON. SIR J. GORDON, G.C.M.G., <i>Cape Town, Cape Colony.</i>
1902	SPROULE, PERCY J., B.A., <i>Barrister-at-Law, Penang, Straits Settlements.</i>
1896	SPURRIER, ALFRED H., L.R.C.P., <i>Prison Island Sanitary Station, Zanzibar.</i>
1881	†STABLES, HENRY L., M.Inst.C.E., <i>c/o Chief Engineer of Railways, Cape Town, Cape Colony.</i>
1896	STACK, REV. CANON JAMES W., <i>Casa Eldreda, Bordighera, Italy.</i>
1888	STAIB, OTTO, 16 Guttenburg Strasse, <i>Stuttgart, Germany.</i>
1892	†STANLEY, ARTHUR, <i>Middelburg, Transvaal.</i>
1882	STANLEY, HENRY C., M.Inst.C.E., <i>Brisbane, Queensland.</i>
1894	STANLEY, JOSEPH HENRY, <i>Canning Downs, Warwick, Queensland.</i>
1904	STEEDMAN, MARK CROMBIE, <i>c/o Messrs. Millers, Ltd., Saltpond, Gold Coast Colony.</i>
1895	STEPHEN, MATTHEW H., <i>Sydney, New South Wales.</i>
1888	†STEVENS, DANIEL C., F.R.G.S., <i>City Club, Cape Town, Cape Colony.</i>
1904	STEVENS, ERNEST G., C.E., <i>Government Railway Construction, Bo, Sierra Leone.</i>
1887	†STEVENS, FRANK, C.M.G., 389 West Street, <i>Durban, Natal.</i>
1887	†STEVENS, HILDEBRAND W. H., <i>Port Darwin, Northern Territory, South Australia.</i>
1902	STEVENS, PERCIVAL, A.M.Inst.C.E., <i>Public Works Department, Port of Spain, Trinidad.</i>
1883	STEVENSON, JOHN, <i>Queensland Club, Brisbane, Queensland.</i>
1896	STEVENSON, THOMAS, P.O. Box 411, <i>Port Elizabeth, Cape Colony.</i>
1883	STEWART, EDWARD C., <i>c/o Post Office, Rotorua, New Zealand.</i>
1899	STEWART, GEESHOM, <i>Messrs. Anton & Stewart, Hong Kong.</i>
1896	STEWART, JAMES, M.Inst.C.E., <i>Auckland, New Zealand.</i>
1888	†STEWART, MCLEOD, <i>Ottawa, Canada.</i>
1897	†STEWART, THOMAS, M.B., C.M., P.O. Box 88, <i>Salisbury, Rhodesia (Corresponding Secretary).</i>
1895	†STEYTLER, HENRY DE VILLIERS, P.O. Box 174, <i>Johannesburg, Transvaal.</i>
1897	STILL, WILLIAM F., J.P., <i>Dundee, Natal.</i>
1901	STOCK, ROBERT A., <i>Adelaide Club, South Australia.</i>
1898	STOKES, CHARLES E., 6 Beaconsfield Chambers, <i>Coolgardie, Western Australia (Corresponding Secretary).</i>
1889	†STOKES, STEPHEN, <i>Park Road, Kimberley, Cape Colony.</i>
1896	STONE, HARRY, P.O. Box 3828, <i>Johannesburg, Transvaal.</i>
1889	STONE, HENRY, <i>Montacute, Evelyn Scrub, Herberton, Queensland.</i>
1900	STONE, SAMUEL, P.O. Box 234, <i>Kimberley, Cape Colony.</i>
1897	†STONESTREET, GEORGE D., <i>Inspector of Mines, Krugersdorp, Transvaal.</i>
1902	STOPFORD, THE HON. JAMES RICHARD N., <i>Colonial Secretariat, Pretoria, Transvaal.</i>
1904	STOUGHTON, WILLIAM A., <i>Rosenröll, Alberta, Canada.</i>
1903	STRACHAN, JOHN, <i>Salisbury, Rhodesia.</i>
1901	STRANACK, MORRIS WM., 320 West Street, <i>Durban, Natal.</i>
1892	STRANACK, WILLIAM, 320 West Street, <i>Durban, Natal.</i>
1895	†STREET, ALFRED R., <i>Union Club, Sydney, New South Wales.</i>
1884	†STRICKLAND, H.E. SIR GERALD, K.C.M.G., <i>Government House, Hobart, Tasmania.</i>

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1892	STRINGER, HON. CHARLES, M.L.C., <i>Messrs. Paterson, Simons & Co., Singapore.</i>
1897	†STRONG, EDGAR H., M.R.C.S., <i>P.O. Box 193, Bulawayo, Rhodesia (Corresponding Secretary).</i>
1894	†STRUHLEN, ARTHUR M. A., C.E., <i>Imperial Military Railways, Pretoria, Transvaal.</i>
1903	†STRUHLEN, CHARLES F. W., <i>Barrister-at-Law, Strubenheim, Rosebank, Cape Colony.</i>
1880	†STRUHLEN, H. W., J.P., <i>Strubenheim, Rosebank, Cape Colony.</i>
1903	†STRUHLEN, ROBERT H., <i>Tafelberg Hall, Middeburg, Cape Colony.</i>
1902	STUART, CHARLES EDWARD, <i>Rand Club, Johannesburg, Transvaal.</i>
1894	†STUART, JAMES, <i>Inguavuma, via Eshowe, Natal.</i>
1896	STUART, THOMAS J., <i>Tutira, Hawkes Bay, New Zealand.</i>
1899	†STUCKE, W. H., A.R.I.B.A., <i>P.O. Box 2271, Johannesburg, Transvaal.</i>
1894	STUCKEY, LEONARD C., <i>Abosso G. M. Co., via Sekondi, Gold Coast Colony.</i>
1894	STUCKEY, MORTIMER, <i>Imperial Chambers, King William Street, Adelaide, South Australia.</i>
1883	†STUDHOLME, JOHN, <i>Coldstream, Hinds, Christchurch, New Zealand.</i>
1902	†STUDHOLME, JOSEPH F., <i>Ruanui, Wanganui, New Zealand.</i>
1889	STURDIE, H. KING, <i>240 State Street, Albany, U.S.A.</i>
1897	STUBBES, THOMAS, <i>Assiout, Upper Egypt.</i>
1890	STURROCK, DAVID, <i>Union Bank of Australia, Sydney, New South Wales.</i>
1901	SUTHERLAND, DAVID, <i>Ngaipu, Martinborough, Wairarapa, Wellington, New Zealand.</i>
1898	SUTHERLAND, M. T., <i>Warmbad, German South West Africa (via Steinkopf).</i>
1889	SUTTON, HON. SIR GEORGE M., K.C.M.G., M.L.C., <i>Fair Fell, Howick, Natal.</i>
1896	SWABY, THE RT. REV. WILLIAM P., D.D., <i>Lord Bishop of Barbados, Bishopscourt, Bridgetown, Barbados.</i>
1881	†SWAN, HON. MR. JUSTICE ROBERT A., <i>Port of Spain, Trinidad.</i>
1891	SWAYNE, CHARLES R., <i>Stipendiary Magistrate, Loma Loma, Fiji.</i>
1884	SWAYNE, JOSEPH QUICKE, <i>Mullens River, British Honduras.</i>
1895	SWIFT, WILLIAM H., M.I.M.M., <i>Axim, Gold Coast Colony.</i>
1897	SWORD, THOMAS S., <i>Land Court, Brisbane, Queensland.</i>
1881	†SYMON, SENATOR SIR JOSIAH HENRY, K.C.M.G., K.C., <i>Adelaide, South Australia.</i>
1885	SYMONS, DAVID, <i>P.O. Box 469, Johannesburg, Transvaal.</i>
1893	SYMONDS, HENRY, M.D., <i>Kimberley, Cape Colony.</i>
1901	TAINTON, JOHN WARWICK, <i>Advocate, 233, Church Street, Maritzburg, Natal.</i>
1883	TALBOT, H. E. MAJOR-GENERAL THE HON. SIR REGINALD, K.C.B., <i>Government House, Melbourne, Victoria.</i>
1901	TAMBACI, C.
1888	†TAMPLIN, LT.-COLONEL HERBERT T., K.C., <i>Grahamstown, Cape Colony.</i>
1902	TANNAHILL, THOMAS F., M.D., <i>Queenstown, Cape Colony.</i>
1877	†TANNER, THOMAS, <i>Riverslea, Napier, New Zealand.</i>
1897	TANNOCK, JOHN P., M.B., C.M., <i>Park Avenue, East London, Cape Colony.</i>
1883	TAPSCOTT, GEORGE A. M., <i>17 Park Road, Kimberley, Cape Colony.</i>
1894	TATHAM, FREDERIC SPENCE, K.C., M.L.A., <i>7 Timber Street, Maritzburg, Natal.</i>

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1895	TATHAM, GEORGE FREDERICK, M.L.A., J.P., <i>Ladysmith, Natal.</i>
1904	TAVERNEE, HON. JOHN W., <i>Melbourne, Victoria.</i>
1902	†TAYLOR, ADOLPHUS J., <i>Arthursleigh, North Sydney, New South Wales.</i>
1895	TAYLOR, FREDERICK E., <i>Public Works Dept., Spanish Town, Jamaica.</i>
1887	TAYLOR, G. W.
1897	TAYLOR, HERBERT J., <i>Chief Native Commissioner, Bulawayo, Rhodesia.</i>
1898	†TAYLOR, J. HOWARD, <i>Perth, Western Australia.</i>
1899	TAYLOR, JOHN, <i>The Prison, Belize, British Honduras.</i>
1903	TAYLOR, THOMAS.
1882	†TAYLOR, WILLIAM, <i>Clarendon Street East, Melbourne, Victoria.</i>
1898	TAYLOR, WILLIAM, <i>Adelaide, South Australia.</i>
1901	TAYLOR, WILLIAM, <i>Hong Kong Club, Hong Kong.</i>
1883	TAYLOR, HON. W. F., M.L.C., M.D., <i>8 Wharf Street, Brisbane, Queensland (Corresponding Secretary).</i>
1902	TAYLOR, WILLIAM IRWIN, M.D., M.R.C.S., <i>Government Medical Officer, Lagos, West Africa.</i>
1900	TAYLOR, WILLIAM L.
1890	TAYLOR, HON. WILLIAM T., C.M.G., <i>Colonial Secretary, Singapore (Corresponding Secretary).</i>
1893	TEECE, RICHARD, <i>Australian Mutual Provident Society, Sydney, New South Wales.</i>
1904	TENNANT, DAVID, JUN., J.P., <i>Attorney-at-Law, Civil Service Club, Cape Town, Cape Colony.</i>
1897	TENNANT, MAJOR J. D., <i>Salisbury, Rhodesia.</i>
1901	TENNYSON-COLE, PHILIP, <i>Parade Entrance, Theatre Buildings, Cape Town, Cape Colony.</i>
1884	TESCHEMAKER, CHARLES DE V., <i>Avondale Station, Renwick, Marlborough, New Zealand.</i>
1883	TESCHEMAKER, THOMAS, J.P., <i>Otaio, Timaru, New Zealand.</i>
1901	THARP, JOHN MONTAGU, <i>Wady Halfa, Sudan.</i>
1897	*THEAL, GEORGE MC CALL, LL.D., <i>Cape Town, Cape Colony.</i>
1903	†THEOMIN, DAVID E., <i>Dunedin, New Zealand.</i>
1897	THEOPHILUS, DAVID, P.O. Box 72, <i>Port Elizabeth, Cape Colony.</i>
1892	THIELE, HANS H., F.R.S.G.S., <i>Suva, Fiji.</i>
1900	THISELTON, ALBERT E., <i>The Point, Durban, Natal.</i>
1901	†THOMAS, CHARLES C., <i>Government Surveyor, Bloemfontein, Orange River Colony.</i>
1899	THOMAS, DAVID R., <i>Kumasi Railway, Sekondi, Gold Coast Colony.</i>
1897	THOMAS, EDWARD H. L., <i>Oonoonagalla, Madulkelly, Ceylon.</i>
1903	THOMAS FREDERICK, <i>Government Railway, Bo, Sierra Leone.</i>
1886	†THOMAS, HON. JAMES J., M.L.C., <i>Wilberforce House, Gloucester Street, Freetown, Sierra Leone.</i>
1884	†THOMAS, J. EDWIN, <i>Cavendish Chambers, Grenfell Street, Adelaide, South Australia (Corresponding Secretary).</i>
1895	THOMAS, JOHN H., J.P., <i>Little East Street, Freetown, Sierra Leone.</i>
1882	THOMAS, M. H., <i>Oonoonagalla, Madulkelly, Ceylon.</i>
1883	†THOMAS, RICHARD D., P.O. Box 185, <i>Christchurch, New Zealand.</i>
1884	THOMAS, ROBERT KYFFIN, <i>Angas Street East, Adelaide, South Australia.</i>
1899	†THOMASSET, HANS F., <i>Cascade Estate, Mahé, Seychelles.</i>
1901	THOMPSON, EDWARD, <i>Government Railway, Freetown, Sierra Leone.</i>

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1891 THOMPSON, FRED A. H., *Manchester House, Freetown, Sierra Leone.*
 1881 THOMPSON, GEORGE A., *38 Elizabeth Street, Sydney, New South Wales.*
 1891 THOMPSON, MAX G. CAMPBELL, *Manchester House, Freetown, Sierra Leone.*
 1884 THOMPSON, T. A., *Registrar of the Courts, Port of Spain, Trinidad.*
 1895 THOMPSON, HON. WILLIAM A., *Treasurer, Stanley, Falkland Islands.*
 1886 THOMPSON, ALPIN F., *Works and Railway Department, Perth, Western Australia.*
 1885 †THOMSON, ARTHUR H.
 1886 THOMSON, LIEUT.-COLONEL JOHN, M.B., *Queensland Defence Force, Inchoome, Brisbane, Queensland.*
 1896 THOMSON, JOHN ERSKINE, M.B., C.M., *District Hospital, Nannine, Western Australia.*
 1897 THOMSON, THOMAS D., *Middelburg, Cape Colony.*
 1880 THOMSON, WILLIAM, M.Inst.C.E., *Cale Imperial No. 17, Algeciras, Spain.*
 1893 THOMSON, HON. WM. BURNS, M.L.C., J.P., *Harrismith, Orange River Colony.*
 1888 †THOMSON, WILLIAM CHARLES, *Cape Town Club, Cape Colony.*
 1899 THORNE, GEORGE, *Darcey Hey, Castle Hill, New South Wales.*
 1902 THORNE, THOMAS LANE, *Barrister-at-Law, Pretoria, Transvaal.*
 1884 THORNTON, HON. MR. JUSTICE S. LESLIE, *Singapore.*
 1892 †THORNTON, WILLIAM, *Maungakawa, Cambridge, Auckland, New Zealand.*
 1903 THWAITS, JAMES A., M.B., C.M., P.O. Box 1654, *Johannesburg, Transvaal.*
 1903 TIFFIN, CHRISTOPHER H., *Queenstown, Cape Colony.*
 1886 †TINLINE, JOHN, *Nelson, New Zealand.*
 1885 TODD, SIR CHARLES, K.C.M.G., F.R.S., *Postmaster-General and Superintendent of Telegraphs, Adelaide, South Australia.*
 1890 †TOLHURST, GEORGE E., *Grant Road, Wellington, New Zealand.*
 1896 †TOLL, BENJAMIN, *Charters Towers, Queensland.*
 1900 TOOGOOD, JOHN F., c/o Post Office, *Bulawayo, Rhodesia.*
 1883 †TOPP, HON. JAMES, M.L.C., *Bathurst, Gambia, West Africa.*
 1908 TOSEN, JOHN H., *Messrs. P. Davis & Sons, Saville Street, Durban, Natal.*
 1900 TOTTENHAM, RALPH G. LOFTUS, *Hurley House, Mowbray, Cape Colony.*
 1889 †TRAILL, GILBERT F., *Kandapola Estate, Ceylon.*
 1884 †TRAVERS, BENJAMIN, *District Commissioner, Famagusta, Cyprus.*
 1893 †TRAVERS, E. A. O., M.R.C.S., *State Surgeon, Kuala Lumpor, Federated Malay States.*
 1903 †TRAVERS, JOHN EDMUND DE LA COUR, *Pilgrims Rest, Transvaal.*
 1888 TREACHER, HON. SIR WILLIAM HOOD, K.C.M.G., *The Residency, Selangor, Federated Malay States.*
 1903 TREDGOLD, HENRY KNIGHT, P.O. Box 76, *Cape Town, Cape Colony.*
 1888 †TREGARTHEN, WM. COULSON, *The Hermitage, Queenstown, Cape Colony.*
 1883 †TREELEAVEN, CHARLES W., *Bogue, Balaclava P.O., Jamaica.*
 1903 TREMEARNE, CAPTAIN A. J. N., F.R.G.S., J.P., *Police Department, Zungeru, Northern Nigeria.*
 1890 TRENCHARD, HENRY, 58 Pitt Street, *Sydney, New South Wales.*
 1902 TRESEDER, WILLIAM A.S., *Government Railway, Sekondi, Gold Coast Colony.*
 1897 TRICKS, FREDERICK C., *Taberna, Malvern Road, Armadale, Melbourne, Victoria.*

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1897	TRIGG, E. BAYLY, F.R.V.I.A., <i>Perth, Western Australia.</i>
1900	TRIMMINGHAM, NORMAN S. P., A.M.Inst.C.E., <i>Public Works Department, Hong Kong.</i>
1880	TRIMMINGHAM, WILLIAM P., <i>The Grange, St. Michael's, Barbados (Corresponding Secretary).</i>
1878	TRIMMEE, FREDERICK, <i>Denver, Colorado, U.S.A.</i>
1884	†TRIPP, C. HOWARD, <i>Solicitor, Timaru, Canterbury, New Zealand.</i>
1883	TROTTER, NOEL, <i>Postmaster-General, Singapore.</i>
1899	TRUDE, F. B., <i>Kalgoorlie, Western Australia.</i>
1900	TRYON, JULIAN, <i>Gaika Gold Mine, Sebakue, Rhodesia.</i>
1902	TUCHTEN, JOSE G., P.O. Box 25, <i>Cape Town, Cape Colony.</i>
1897	TUCKER, G. A., <i>Salisbury, Rhodesia.</i>
1897	TUCKER, LIEUT.-COLONEL J. J., M.P., <i>St. John, New Brunswick.</i>
1898	TUCKER, W. J. SANGER, J.P., P.O. Box 122, <i>Port of Spain, Trinidad.</i>
1883	†TUCKER, WILLIAM KIDGER, P.O. Box 9, <i>Johannesburg, Transvaal.</i>
1900	TUGMAN, HERBERT ST. JOHN, <i>New Club, Johannesburg, Transvaal.</i>
1896	TUGWELL, RT. REV. BISHOP HERBERT, D.D., <i>Lagos, West Africa.</i>
1900	TUKE, CHARLES W., <i>African Banking Corporation, Salisbury, Rhodesia.</i>
1887	TULLY, W. ALCOCK, B.A., <i>Brisbane, Queensland.</i>
1883	TUPPER, HON. SIR CHARLES, BART., G.C.M.G., C.B., <i>Ottawa, Canada.</i>
1895	†TURLAND, A. DE SALES.
1898	†TURNBULL, ALEXANDER H., <i>Elibank, Wellington, New Zealand (Corresponding Secretary).</i>
1899	TURNBULL, ROBERT McGREGOR, <i>Linburn Station, Otago, New Zealand.</i>
1898	TURNBULL, ROBERT T., <i>Wellington, New Zealand.</i>
1899	TURNBULL, THOMAS, F.R.I.B.A., <i>Wellington, New Zealand.</i>
1882	†TURNER, HENRY GYLES, <i>Bundalohn, Tennyson Street, St. Kilda, Melbourne, Victoria.</i>
1902	†TURNER, HON. GEORGE, M.L.C., <i>The Hook, Highlands, Natal.</i>
1882	†TUXTON, C. D.
1902	TYNDALL, ARTHUR, <i>Adelaide Club, South Australia.</i>
1881	†TYSON, CAPTAIN THOMAS G., <i>Kimberley Club, Kimberley, Cape Colony.</i>
1897	UDAL, HIS HONOUR CHIEF JUSTICE JOHN S., <i>St. John's, Antigua.</i>
1902	UNDERDOWN, THOMAS E., <i>Gold Coast Stores, Ltd., Sekondi, Gold Coast Colony.</i>
1889	UNDERWOOD, EDWARD WILLIAM, <i>Tallandoom, Koogong-Koot Road, Hawthorn, Melbourne, Victoria.</i>
1904	UNWIN, ARTHUR HAROLD, <i>Forests Department, Old Calabar, Southern Nigeria.</i>
1899	†UPPLEBY, JOHN G., L.R.C.P., L.R.C.S., <i>Port Elizabeth, Cape Colony.</i>
1902	USHER, ARCHIBALD R., <i>Belize, British Honduras.</i>
1901	VALANTIN, W. ADOLPHE, J.P., <i>Freetown, Sierra Leone.</i>
1903	VALENTINE, SIDNEY N., <i>Accra, Gold Coast Colony.</i>
1892	VAN BOESCHOTEN, JOHANNES G., P.O. Box 55, <i>Johannesburg, Transvaal.</i>
1889	VAN BREDA, SERVAAS, <i>Hauptville, Constantia Road, Wynberg, Cape Colony.</i>

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1900	VAN CUYLENBURG, MAJOR HECTOR, <i>Colombo, Ceylon.</i>
1896	†VANDER HOVEN, H. G., 38 <i>Leyds Street, Braamfontein, Johannesburg, Transvaal.</i>
1887	VAN DER RIET, THOMAS F. B., <i>Attorney-at-Law, Grahamstown, Cape Colony.</i>
1903	VAN DER SPUY, SIEBRANDT J., <i>Durban Road, Cape Colony.</i>
1903	VAN EEDEN, LIBUT. WALTER C., <i>Supervisor of Customs, Accra, Gold Coast Colony.</i>
1904	†VAN HULSTHYN, SIR WILLIAM, P.O. Box 46, <i>Johannesburg, Transvaal.</i>
1896	VAN NIEKERK, JOHN, M.B., C.M., P.O. Box 1050, <i>Johannesburg, Transvaal.</i>
1885	VAN RENEN, HENRY, <i>Government Land Surveyor, Tresilian, Kenilworth, Cape Colony.</i>
1896	VAN RYCK DE GROOT, S.H.R., L.S.A.
1884	VAN SENDEN, E. W., <i>Ravenscroft, Walkerville, Adelaide, South Australia.</i>
1895	VAN ULSCH, DIRK, <i>Kimberley, Cape Colony.</i>
1899	†VASSALLO, E. C., M.A., LL.D. <i>Advocate, 18 Strada Stretta, Valletta, Malta.</i>
1899	VAUTIN, H. D., <i>c/o Great Fingall Consolidated, Day Dawn, Western Australia.</i>
1883	†VELGE, CHARLES EUGENE, <i>Registrar, Supreme Court, Singapore.</i>
1888	†VENN, HON. H. W., M.L.A., <i>Dardanup Park, near Bunbury, Western Australia.</i>
1891	VENNING, ALFRED R., <i>Federal Secretary, Selangor, Federated Malay States.</i>
1899	VERCO, JOSEPH C., M.D., F.R.C.S., <i>North Terrace, Adelaide, South Australia.</i>
1897	VEREY, CAPTAIN JOSEPH C., C.E., <i>United Kingdom Mine, Lomagundo, Rhodesia.</i>
1886	†VERSFIELD, DIRK, J.P., <i>Attorney-at-Law, Riversdale, Cape Colony.</i>
1901	†VICKERS, ALBERT, <i>Civil Service Club, Cape Town, Cape Colony.</i>
1895	†VIGNE, JAMES TALBOT, <i>Market Square, Kimberley, Cape Colony.</i>
1889	†VINCENT, MAJOR WILLIAM SLADE, <i>Townsville, Queensland.</i>
1897	VINE, SIR J. R. SOMERS, C.M.G., P.O. Box 654, <i>Cape Town, Cape Colony.</i>
1902	VINTCENT, ALWYN J., <i>Mossel Bay, Cape Colony.</i>
1899	VINTER, JAMES H., <i>El Brazil, Alajuela, Costa Rica.</i>
1895	VIRET, HON. A. PERCIVAL, <i>Collector of Customs, Freetown, Sierra Leone.</i>
1903	VISCHER, HANS, <i>Assistant Resident, Muri Province, Northern Nigeria.</i>
1897	VON STÜRMER, SPENCER W., P.O. Box 1019, <i>Sydney, New South Wales.</i>
1896	VON WINCKLER, J. W., M.D., <i>Georgetown, British Guiana.</i>
1901	VON ZWEIGBEEGK, CAPTAIN GUSTAF, F.R.G.S., P.O. Box 738, <i>Johannesburg, Transvaal.</i>
1896	VREDE, DIRK E., <i>Port Elizabeth, Cape Colony.</i>
1897	VROOM, HENDRIK, <i>Elmina, Gold Coast Colony.</i>
1903	WACKRILL, HERBERT J., P.O. Box 885, <i>Johannesburg, Transvaal.</i>
1902	WADR, FREDERICK C., K.C., <i>Fort Rouge, Winnipeg, Canada.</i>
1904	WAHAB, CAPTAIN CHARLES J., <i>c/o National Bank of India, Mombasa, British East Africa.</i>
1890	WAIT, JOHN STUBBS, M.R.C.S.E., <i>Oamaru, New Zealand.</i>

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1885 †WAITE, PETER, *Urrbrae, Adelaide, South Australia.*
 1889 †WAKEFORD, GEORGE C., *Nickerk's Rush, Barkly West, Cape Colony.*
 1883 WALDRON, DERWENT, M.B., C.M., *Senior Medical Officer, Acora, Gold Coast Colony.*
 1903 WALE, WM. C., *Government Railway, Sekondi, Gold Coast Colony.*
 1903 WALES, PHILIP, *Assistant District Commissioner, Idah, Southern Nigeria.*
 1898 †WALKER, A. BLOFIELD, P.O. Box 841, *Johannesburg, Transvaal.*
 1902 WALKER, ALAN C., *Huonden, Macquarie Street, Hobart, Tasmania.*
 1899 †WALKER, CECIL, *Barrister-at-Law, Lindfield, Holebrook Place, Hobart, Tasmania.*
 1900 WALKER, CLAUDE HAMILTON, *Utica, Fergus Co., Montana, U.S.A.*
 1893 †WALKER, HON. GILES F., J.P., *Colombo, Ceylon.*
 1891 WALKER, HIS HONOUR CHIEF JUSTICE J. BAYLDON, *St. Lucia, West Indies.*
 1900 †WALKER, SENATOR JAMES T., *Waltham Buildings, Bond Street, Sydney, New South Wales.*
 1896 WALKER, JOHN, *Rosebank, Cape Town, Cape Colony.*
 1901 WALKER, CAPTAIN JOHN HURRY, *Lydenburg, Transvaal.*
 1881 †WALKER, JOSEPH, *Hamilton House, Port Elizabeth, Cape Colony.*
 1891 †WALKER, R. LESLIE, *Hobart, Tasmania.*
 1883 †WALKER, LIEUT.-COLONEL R. S. FROWN, C.M.G., *Commandant of Malay States Guides, Taiping, Perak, Federated Malay States.*
 1897 WALKER, WM. HEWER, *Gwelo, Rhodesia.*
 1882 WALL, T. A.
 1894 WALLACE, EDWARD CLEMENT, *Barrancos, Portugal.*
 1902 †WALLACE, WILLIAM, C.M.G., *Deputy High Commissioner, Zungeru, Northern Nigeria.*
 1903 WALLEN, CHARLES E., c/o Major H. G. J. de Lotbinière, D.S.O., *Field Force, Berbera, Somaliland.*
 1901 WALLEN, JOHN HENRY, *Oil Springs, Ontario, Canada.*
 1898 WALLIS, CAPTAIN CHARLES B., *Assistant District Commissioner, Freetown, Sierra Leone.*
 1894 †WALLIS, THE RT. REV. FREDERIC, D.D., *Lord Bishop of Wellington, Bishopscourt, Wellington, New Zealand.*
 1896 WALLIS, HENRY R., *Assistant Deputy Commissioner, Zomba, British Central Africa.*
 1901 WALPOLE, R. H., *Assurance and Trust Co., Ltd., Port Elizabeth, Cape Colony.*
 1889 †WALSH, ALBERT, P.O. Box 39, *Cape Town, Cape Colony.*
 1900 WALSH, COMMANDER J. T., R.N.R., *Lagos, West Africa.*
 1903 WALSH, FRANK, B.A., *Napier, Cape Colony.*
 1881 †WALTER, HENRY J., *Wellington, New Zealand.*
 1881 †WANLISS, HON. THOMAS D., M.L.C., *Ballarat, Victoria.*
 1879 WARD, HON. LIEUT.-COLONEL CHARLES J., C.M.G., M.P.C., *Kingston, Jamaica.*
 1873 WARD, WILLIAM CURTIS, *Victoria, British Columbia.*
 1903 †WARDROP, JOHN NIMMO, F.R.G.S., *Messrs. Darby & Co., Sandakan, British North Borneo.*
 1885 WARE, JERRY GEORGE, *care of Bank of Australasia, Melbourne, Victoria.*
 1879 †WARE, JOHN, *Tatyoona, Yalla-y-Poora, Victoria.*
 1886 †WARE, JOSEPH, *Minjah, Carramut, Victoria.*

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1880	†WARE, J. C., <i>Yalla-y-Poora, Victoria.</i>
1886	WARMINGTON, ARTHUR, <i>Fort George, Stony Hill P.O., St. Andrew, Jamaica.</i>
1882	†WARNER, OLIVER W.
1889	†WATREHOUSE, ARTHUR, <i>Adelaide, South Australia.</i>
1903	†WATREHOUSE, FRANK S., <i>Mangawhare, Napier, New Zealand.</i>
1902	WATKEYS, EVAN E., <i>Bloemfontein, Orange River Colony.</i>
1902	WATKEYS, W. D. E., <i>Bloemfontein, Orange River Colony.</i>
1883	WATKINS, ARNOLD H., M.D., F.R.C.S., <i>Kimberley, Cape Colony.</i>
1901	WATKINS, FRANK, c/o H. T. Glynn, Esq., <i>Huntingdon Hall, Lydenburg, Transvaal.</i>
1901	WATSON, EDWIN A., <i>Pahang, Federated Malay States.</i>
1885	WATSON, FRANK DASHWOOD, c/o Messrs. Finlay, Muir & Co., <i>Calcutta.</i>
1887	†WATSON, H. FRASER, <i>P.O. Box 500, Johannesburg, Transvaal.</i>
1886	†WATSON, T. TENNANT, <i>Govt. Surveyor, Civil Service Club, Cape Town, Cape Colony.</i>
1895	†WATT, EDWARD J., <i>Hastings, Hawkes Bay, New Zealand.</i>
1900	WATT, ERNEST A. S., B.A., <i>Union Club, Sydney, New South Wales.</i>
1903	WATT, GEORGE, M.A., M.B., <i>Union Club, Sydney, New South Wales.</i>
1887	WATT, WILLIAM HOLDEN, <i>7 Bent Street, Sydney, New South Wales.</i>
1896	†WATTS, JOHN WHIDBORNE, <i>Ivy, Barberton, Transvaal.</i>
1900	WAY, EDWARD J., <i>New Kleinfontein Co., Benoni, Transvaal.</i>
1881	WAY, E., <i>Sydney, New South Wales.</i>
1902	WAY, LEWIS G. K., <i>Wood Farm, Balgowan, Natal.</i>
1891	†WAY, THE RT. HON. SIR SAMUEL J., BAET., <i>Chief Justice, Adelaide, South Australia.</i>
1892	†WAYLAND, ARTHUR E., <i>P.O. Box 4751, Johannesburg, Transvaal.</i>
1893	WAYLAND, CHARLES WM. H., J.P., <i>Lovedale, Belmont, Cape Colony.</i>
1891	WAYLAND, WALTER H., <i>Belmont Station, Griqualand West, Cape Colony.</i>
1887	†WEAVER, HENRY E., C.E., <i>Caixa 54, Manaos, Amazonas, Brazil.</i>
1902	WEBB, CLEMENT D., <i>Rand Club, Johannesburg, Transvaal.</i>
1903	WEBB, LEONARD F., <i>Government Surveyor, Sekondi, Gold Coast Colony.</i>
1903	WEBB, PERCY E., <i>Gold Coast Surveys, Sekondi, Gold Coast Colony.</i>
1900	†WEBB, RICHARD CAPPER, J.P., <i>Roto, Hillston, New South Wales.</i>
1890	WEBBER, LIONEL H., <i>P.O. Box 164, Germiston, Transvaal.</i>
1901	WEBBER, REGINALD B., c/o Robinson Deep G. M. Co., <i>P.O. Box 1483, Johannesburg, Transvaal.</i>
1883	WEBSTER, ALEXANDER B., <i>Brisbane, Queensland.</i>
1886	†WEBSTER, CHARLES, J.P., <i>Mackay, Queensland.</i>
1903	WEBSTER, G. W., <i>Assistant District Commissioner, Zaria, Northern Nigeria.</i>
1897	†WEBSTER, H. L., <i>Johannesburg, Transvaal.</i>
1904	†WEBDON, WARREN, <i>Selby House, Wickham Terrace, Brisbane, Queensland.</i>
1901	WEBGE, PETHE G., J.P., <i>7 Hofmeyr Chambers, Cape Town, Cape Colony.</i>
1880	WEBB, JOHN A., M.D., J.P., <i>Colreville, Spanish Town, Jamaica.</i>
1902	WEIGHTON, LIEUT.-COLONEL JOHN, <i>340 Prince Alfred Street, Maritzburg, Natal.</i>
1884	WEIL, BENJAMIN BERTIE, <i>Mafeking, Cape Colony.</i>

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1883	WEIL, JULIUS, <i>Mafeking, Cape Colony.</i>
1884	WEIL, MYER, <i>Mafeking, Cape Colony.</i>
1881	WEIL, SAMUEL, <i>Mafeking, Cape Colony.</i>
1901	WEIR, CECIL HAMILTON, 303 Lewis Buildings, Pittsburgh, Pa., U.S.A.
1903	WEISSENBORN, CHARLES A. P., <i>Premier Estate, Umtali, Rhodesia.</i>
1900	WELCH, J. EDGAR, <i>Umtali, Rhodesia.</i>
1901	WELLS, CHARLES E., <i>Salisbury, Rhodesia.</i>
1902	†WELLS, ERNEST T., P.O. Box 10, <i>Queenstown, Cape Colony.</i>
1896	†WELLS, RICHARD NOEL, <i>Hannan's Find Gold Reefs, Kalgoorlie, Western Australia.</i>
1897	WELLS, WILLIAM, <i>Kimberley, Cape Colony.</i>
1895	WENDT, HON. MR. JUSTICE HENRY L., <i>Colombo, Ceylon.</i>
1887	WENTWORTH, FITZWILLIAM, <i>Union Club, Sydney, New South Wales.</i>
1898	WENYON, WILLIAM F., <i>Hong Kong.</i>
1902	WENTZEL, CHARLES A., <i>Rand Club, Johannesburg, Transvaal.</i>
1903	WESSEL, THOMAS DE, <i>Inspector of Roads, Pretoria, Transvaal.</i>
1887	†WESTGARTH, GEORGE C., 2 O'Connell Street, <i>Sydney, New South Wales.</i>
1902	WESTMACOTT, EDMUND D., <i>Taranaki, New Zealand.</i>
1902	WHEELER, WILLIAM, C.M.G., <i>Treasurer, Zomba, British Central Africa.</i>
1900	WHELAN, PATRICK, <i>Kalgoorlie, Western Australia.</i>
1888	†WHITE, COLONEL F. B. P., <i>Waverley, Constant Spring, Jamaica.</i>
1901	†WHITE, H. C., <i>Havilah, Mudgee, New South Wales.</i>
1903	WHITE, ANDREW, W.S., <i>District Commissioner, Cape Coast, Gold Coast Colony.</i>
1900	WHITE, WILLIAM, J.P., F.G.S., <i>Mount Alma, Charters Towers, Queensland.</i>
1890	WHITE, W. KINROSS, <i>Napier, New Zealand.</i>
1894	†WHITEHEAD, T. H.
1903	WHITELAW, JAMES, P.O. Box 106, <i>Maritzburg, Natal.</i>
1881	WHITEWAY, RT. HON. SIR WILLIAM V., K.C.M.G., <i>St. John's, Newfoundland.</i>
1878	WHYHAM, HON. WILLIAM H., M.L.C., <i>St. John's, Antigua (Corresponding Secretary).</i>
1886	†WHYTE, W. LESLIE, P.O. Box 320, <i>Adelaide, South Australia.</i>
1884	WICKHAM, H. A., J.P., <i>Conflict Group, vid Samarai, British New Guinea.</i>
1895	WIENAND, C. F., P.O. Box 1352, <i>Johannesburg, Transvaal.</i>
1883	WIENER, LUDWIG, <i>Lower St. George's Street, Cape Town, Cape Colony.</i>
1897	WILBRAHAM, DONALD F., <i>Master of the Supreme Court, Freetown, Sierra Leone.</i>
1900	WILEMAN, HENRY ST. JOHN, <i>Gwelo, Rhodesia.</i>
1899	WILKINSON, CHARLES D., <i>Hong Kong.</i>
1898	WILKINSON, E. F. W., <i>Public Works Dept., Accra, Gold Coast Colony.</i>
1890	†WILKS, SAMUEL JERROLD, C.E., <i>Rand Club, Johannesburg, Transvaal.</i>
1882	WILCOCKS, EDWARD J. R.
1898	WILLIAMS, ARCHIBALD JAY, <i>Zomba, British Central Africa.</i>
1888	WILLIAMS, HON. CHARLES RIBY, C.M.G., <i>Treasurer, Accra, Gold Coast Colony.</i>
1890	†WILLIAMS, E. VAUGHAN, J.P., <i>Gong Gong, Barkly West, Cape Colony.</i>
1897	†WILLIAMS, ERNEST, A.M.Inst.C.E., <i>Rand Club, Johannesburg, Transvaal.</i>
1899	†WILLIAMS, FRED. W., <i>Napier, New Zealand.</i>
1900	†WILLIAMS, HENRY WATSON, <i>Essex Street, Fremantle, Western Australia.</i>

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1902	WILLIAMS, G. A., <i>Bank of Africa, P.O. Box 30, Harrismith, Orange River Colony.</i>
1896	†WILLIAMS, JAMES AUGUSTUS, <i>Bonthe, Sherbro, West Africa.</i>
1903	WILLIAMS, JAMES E., <i>High Level Road, Sea Point, Cape Town, Cape Colony.</i>
1890	WILLIAMS, JAMES NELSON, <i>Hastings, Napier, New Zealand.</i>
1898	WILLIAMS, HON. MR. JUSTICE JOSHUA S., <i>Dunedin, New Zealand.</i>
1902	WILLIAMS, LUKE, F.G.S., <i>Parkside, Park Street, Hobart, Tasmania.</i>
1891	WILLIAMS, ROBERT, C.E., <i>Johannesburg, Transvaal.</i>
1888	†WILLIAMS, THOMAS D., <i>3 Union Buildings, Johannesburg, Transvaal.</i>
1899	WILLIAMS, WM. NANCE, <i>c/o Bank of British West Africa, Cape Coast, Gold Coast Colony.</i>
1886	†WILLIAMS, ZACHARIAH A., <i>Manchester House, Lagos, West Africa.</i>
1882	WILLIAMSON, HON. ALEXANDER, C.M.G., M.E.C., <i>Belize, British Honduras (Corresponding Secretary).</i>
1904	WILLIS, CHARLES SAVILL, M.B., C.M., J.P., <i>Mount Magnet, Western Australia.</i>
1898	WILLS, GEORGE F., <i>P.O. Box 551, Johannesburg, Transvaal.</i>
1880	WILMAN, HERBERT, <i>P.O. Box 104, Cape Town, Cape Colony.</i>
1901	WILMOT, HON. ALEXANDER, M.L.C., <i>Cape Town, Cape Colony.</i>
1894	†WILSON, ALBERT J., <i>70th Avenue d'Iena, Paris.</i>
1898	WILSON, AIDEN D., <i>P.O. Box 3358, Johannesburg, Transvaal.</i>
1897	WILSON, BENJAMIN.
1886	WILSON, COLONEL SIR DAVID, K.C.M.G.
1899	WILSON, GEORGE, C.B., <i>Deputy-Commissioner, Uganda (Corresponding Secretary).</i>
1891	†WILSON, GEORGE PRANGLEY, C.E., <i>Hobart, Tasmania.</i>
1898	WILSON, HON. HENRY F., C.M.G., <i>Government Secretary, Bloemfontein, Orange River Colony.</i>
1897	WILSON, JAMES G., <i>Bulls, Rangitiki, New Zealand.</i>
1898	†WILSON, JAMES W., <i>Sandakan, British North Borneo.</i>
1896	WILSON, JOHN, J.P., <i>Kalgoorlie, Western Australia.</i>
1883	WILSON, CAPTAIN JOHN.
1894	WILSON, WM. ALEXANDER.
1896	WILSON, WM. STREET, F.R.I.B.A., <i>P.O. Box 103, Durban, Natal.</i>
1902	†WILSON, W. T., <i>City Club, Cape Town, Cape Colony.</i>
1899	WILSON-MOORE, AUBREY P., <i>Sheba Queen Gold & Exploration, Barberton, Transvaal.</i>
1897	†WINCHCOMBE, F. E., <i>Messrs. Winchcombe, Carson & Co., 46 Bridge Street, Sydney, New South Wales.</i>
1887	†WINDSOR, PETER F., <i>Winderton, Griqualand West, Cape Colony.</i>
1902	WINGATE, G. R., <i>Customs Department, Lokoja, Northern Nigeria.</i>
1902	†WINGFIELD, MAURICE E., <i>Government House, Sydney, New South Wales.</i>
1897	WINKFIELD, HON. JOHN, <i>Attorney-General, Old Calabar, Southern Nigeria.</i>
1889	WIEGMAN, REV. CANON A. THEODORE, D.D., D.C.L., <i>Vice-Provost of St. Mary's Collegiate Church, Port Elizabeth, Cape Colony.</i>
1892	WIRSING, H. FRANK, <i>P.O. Box 12, Mafeking, Cape Colony.</i>
1892	WIRSING, WALTER M., <i>P.O. Box 12, Mafeking, Cape Colony.</i>
1895	†WISE, PERCY F., <i>Duff Development Co., Kelantan, via Singapore.</i>
1895	†WITHFORD, J. H., M.H.R., <i>Auckland, New Zealand.</i>

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1898 WITTENCOM, HON. SIR EDWARD H., K.C.M.G., M.L.C., Perth, Western Australia.

1886 WITTENCOM, FREDERICK F. B., Perth, Western Australia.

1886 WITTS, BROOME LAKE, Seven Hills, near Sydney, New South Wales.

1895 †WOLFF, HENRY A., M.D., Reform Club, New York.

1882 WOLLASTON, LT.-COL. CHARLTON F. B., P.O. Box 590, Johannesburg, Transvaal.

1899 WOOD, CHARLES, 33 King Street, Melbourne, Victoria.

1873 WOOD, J. DENNISTOUN, M.H.A., Barrister-at-Law, Bothwell, Tasmania.

1893 WOOD, W. D., Riccarton, Canterbury, New Zealand.

1902 WOODARD, HENRY, Zomba, British Central Africa.

1897 WOODBURN, WILLIAM, Winder Road, Durban, Natal.

1887 WOODHOUSE, ALFRED, M.E., P.O. Box 759, Johannesburg, Transvaal.

1883 †WOODHOUSE, EDMUND BINGHAM, Mount Gilead, Campbelltown, New South Wales.

1885 †WOODS, HON. SIDNEY GOWER, M.L.C., Belize, British Honduras.

1898 WOOLF, DAVID LEWIS, P.O. Box 431, Durban, Natal.

1900 WOOLLEY, ADAM SEDGWICK, P.O. Box 2891, Johannesburg, Transvaal.

1898 WOOLS-SAMPSON, COLONEL SIR AUBREY, K.C.B., P.O. Box 4601 Johannesburg, Transvaal.

1897 WORSFOLD, W. BASIL, M.A., 'Star' Office, P.O. Box 1014, Johannesburg, Transvaal.

1900 WRAGGE, CLEMENT L., F.R.G.S., F.R.Met.Soc., Brisbane, Queensland.

1903 WRIGHT, AETHUR, Government Printer, Old Calabar, Southern Nigeria.

1887 WRIGHT, AETHUR JAMES, Melbourne Club, Melbourne, Victoria.

1901 WRIGHT, HON. CLAUDIOUS E., M.L.C. Barrister-at-Law, Freetown, Sierra Leone.

1903 WRIGHT, EDWARD FONDI, P.O. Box 15, Richmond, Virginia, U.S.A.

1903 WRIGHT, FREDERICK, Messrs. Elliott Bros., Terry Street, Balmain, Sydney, New South Wales.

1893 †WRIGHT, G. H. CORY.

1898 †WRIGHT, HON. JAMES W., M.L.C., 4 Moirs Chambers, Perth, Western Australia.

1893 WYATT, CHAS. GUY A., Georgetown, British Guiana.

1890 WYKHAM, ALFRED L., M.D., 21 St. Mary Street, St. John's, Antigua.

1896 WYLIE, SAMUEL, 15 Grosvenor Street, Sydney, New South Wales.

1885 WYLLIE, BRYCE J., Kalupahani, Haldumulla, Ceylon.

1883 WYNNE, HON. AGAR, Ballarat, Victoria.

1903 YATES, J. E., Railway Station, Queenstown, Cape Colony.

1887 †YONGE, CECIL A. S., M.L.A., Furth, Dargle, Maritzburg, Natal.

1891 YOUNG, ALFRED J. K., B.A., Legal Adviser &c., Mahé, Seychelles.

1896 †YOUNG, HON. CAPTAIN ARTHUR H., C.M.G., Chief Secretary, Nicosia, Cyprus.

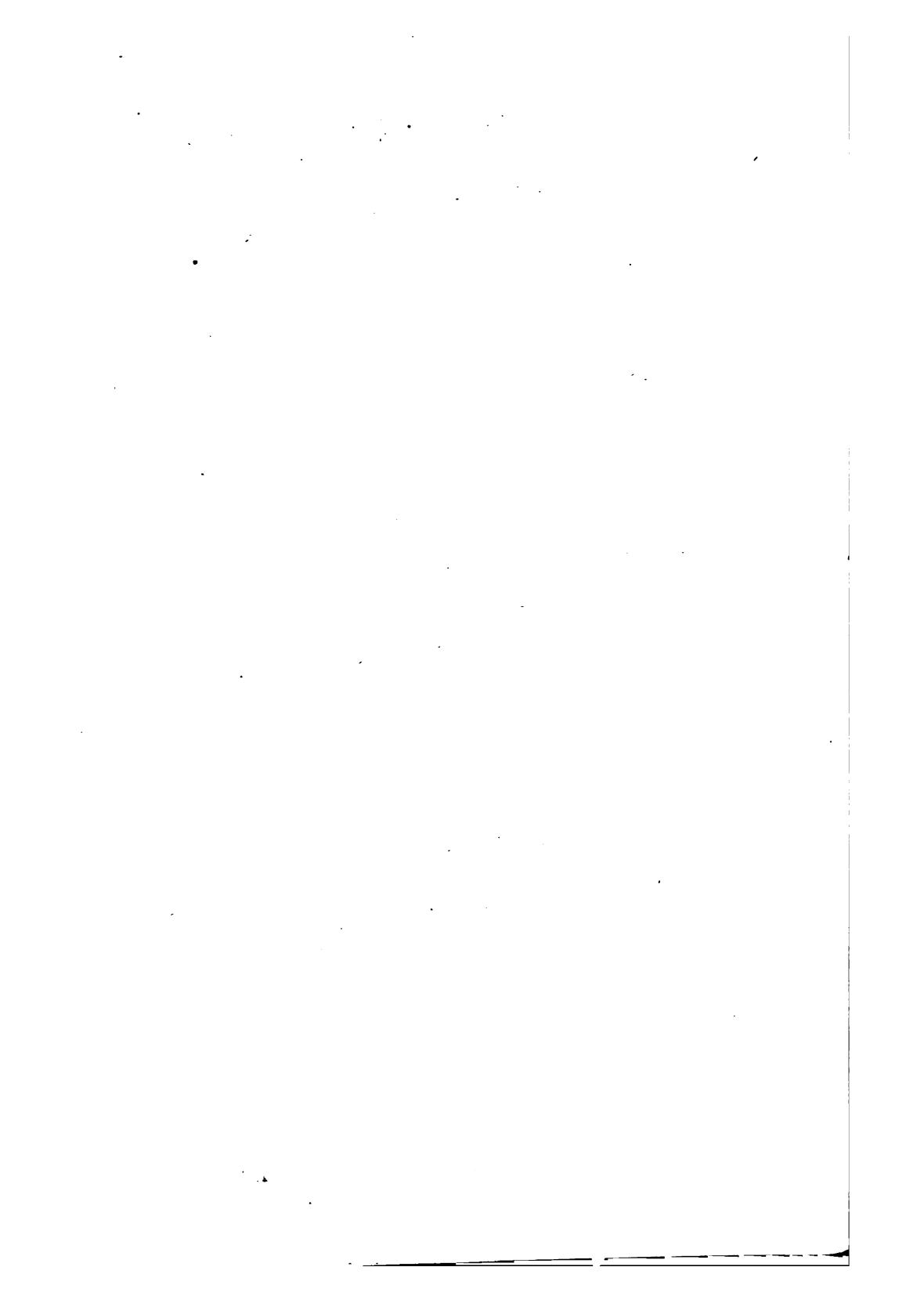
1901 YOUNG, BERTIE THORPE.

1888 †YOUNG, CHARLES G., M.A., M.D., Port of Spain, Trinidad.

1894 †YOUNG, H. C. ARTHUR, c/o Commercial Banking Co., Sydney, New South Wales.

Year of Election.	
1883	†YOUNG, HORACE E. B., <i>Fairymead, Bundaberg, Queensland.</i>
1882	†YOUNG, HON. JAMES H., M.E.C., <i>Nassau, Bahamas (Corresponding Secretary).</i>
1888	YOUNG, JOHN, J.P., <i>256 Pitt Street, Sydney, New South Wales.</i>
1904	*YOUNG, J. RONALD C., M.H.A., <i>Nassau, Bahamas.</i>
1902	YOUNG, ROBERT, <i>Western Road, Penang, Straits Settlements.</i>
1883	YOUNG, HIS HONOUR WILLIAM DOUGLAS, <i>Commissioner, Turk's and Caicos Islands.</i>
1894	YOUNGHUSBAND, COLONEL FRANK E., C.I.E., <i>The Agency, Droli, Rajputana, India.</i>
1887	†ZEAL, SENATOR HON. SIR WILLIAM AUSTIN, K.C.M.G., <i>Clovelly, Lansell Street, Toorak, Melbourne, Victoria.</i>
1897	ZIETSMAN, LOUIS F., M.L.A., <i>Attorney-at-Law, Civil Service Club, Cape Town, Cape Colony.</i>
1881	ZOCHONIS, GEORGE B., <i>Freetown, Sierra Leone.</i>

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**LIST OF PUBLIC INSTITUTIONS, &c., TO WHICH THE
PROCEEDINGS OF THE ROYAL COLONIAL INSTI-
TUTE ARE PRESENTED.**

GREAT BRITAIN.

The Advocates' Library,	Edinburgh.
" Anthropological Institute,	London.
" Army and Navy Club,	London.
" Athenæum Club,	London.
" Australasian Club,	Edinburgh.
" Bishopsgate Institute,	London.
" Bodleian Library,	Oxford.
" British and African Steamship Co.	
" British Empire League.	
" British Museum,	London.
" Brown's Free Library,	Liverpool.
" Cambridge University Library.	
" Carlton Club,	London.
" Ceylon Association.	
" City Liberal Club,	London.
" Colonial Office,	London.
" Conservative Club,	London.
" Constitutional Club,	London.
" Crystal Palace Library.	
" East India Association,	London.
" East India United Service Club,	London.
" Free Public Library,	Barrow-in-Furness.
" " Birmingham.	
" " Bradford.	
" " Bristol.	
" " Cardiff.	
" " Chelsea.	
" " Clerkenwell.	
" " Croydon.	
" " Darlington.	
" " Derby.	
" " Dumbarton.	
" " Dundee.	
" " Hull.	
" " Ipswich.	
" " Kensington.	
" " Kilburn.	
" " Leeds.	
" " Lewisham.	
" " Manchester.	
" " Newington.	
" " Norwich.	
" " Nottingham.	
" " Oldham,	
" "	

The Free Public Library, Plymouth.

"	"	Putney.
"	"	St. George, Hanover Square.
"	"	St. Margaret and St. John, West-
"	"	St. Martin's-in-the-Fields. [minster.
"	"	Sheffield.
"	"	Stoke Newington.
"	"	Sunderland.
"	"	Swansea.
"	"	Wigan.
"	Guildhall Library, London.	
"	House of Commons, London.	
"	House of Lords, London.	
"	Imperial Institute, London.	
"	India Office Library, London.	
"	Institute of Bankers, London.	
"	Institution of Civil Engineers.	
"	Intelligence Department, War Office.	
"	Japan Society, London.	
"	Junior Carlton Club, London.	
"	Junior United Service Club, London.	
"	Kew Guild, Kew Gardens.	
"	Liverpool Geographical Society.	
"	London Chamber of Commerce.	
"	London Institution.	
"	London Library.	
"	London School of Tropical Medicine.	
"	Manchester Geographical Society.	
"	Minet Public Library, Camberwell.	
"	Mitchell Library, Glasgow.	
"	National Club, London.	
"	National Liberal Club, London.	
"	Natural History Museum, London.	
"	Naval and Military Club, London.	
"	Navy League, London.	
"	New University Club, London.	
"	Oriental Club, London.	
"	Orient-Pacific Steam Navigation Co., London.	
"	Oxford and Cambridge Club, London.	
"	Peninsular and Oriental Steam Navigation Co., London.	
"	People's Palace Library, London.	
"	Reform Club, London.	
"	Royal Asiatic Society, London.	
"	Royal Engineer Institute, Chatham.	
"	Royal Gardens, Kew.	
"	Royal Geographical Society, London.	
"	Royal Institution of Great Britain, London.	
"	Royal Scottish Geographical Society, Edinburgh.	
"	Royal Society of Literature, London.	
"	Royal Statistical Society, London.	
"	Royal United Service Institution, London.	
"	St. Stephen's Club, London.	
"	Science and Education Library, South Kensington.	
"	Society of Arts, London.	
"	Stirling and Glasgow Public Library.	
"	Tate Central Library, Brixton.	
"	Tate Public Library, Streatham.	
"	Thatched House Club, London.	
"	Trinity College, Dublin.	

The Tyneside Geographical Society.
,, Union Castle Steamship Co., London.
,, Union Club, London.
,, United Service Club, London.
,, United University Club, London.
,, University College, London.
,, Victoria Institute, London.
,, West India Committee, London.
,, Windham Club, London.

COLONIES.**BRITISH NORTH AMERICA.**

The Houses of Parliament, Ottawa.
,, Legislative Assembly of British Columbia.
,, " " " Manitoba.
,, " " " New Brunswick.
,, " " " Newfoundland.
,, " " " Nova Scotia.
,, " " " Ontario.
,, " " " Prince Edward Island.
,, " " " Quebec.
,, Bureau of Mines, Quebec.
,, Bureau of Statistics, Winnipeg, Manitoba.
,, Canadian Bankers' Association, Montreal.
,, Canadian Institute, Toronto.
,, Council of Arts and Manufactures, Montreal.
,, Fraser Institute, Montreal.
,, General Mining Association, Quebec.
,, Geographical Society, Quebec.
,, Geological Survey of Canada.
,, Hamilton Association.
,, Historical and Scientific Society of Manitoba, Winnipeg.
,, King's College, Windsor, Nova Scotia.
,, Literary and Historical Society of Quebec.
,, Literary and Scientific Society, Ottawa.
,, McGill University, Montreal.
,, MacLeod Historical Society, Alberta, N.W.T.
,, Natural History Society of New Brunswick.
,, New Brunswick Historical Society.
,, Nova Scotia Historical Society.
,, Nova Scotian Institute of Natural Science.
,, Ontario Historical Society, Toronto.
,, Public Library, Hamilton.
,, Public Library, St. John, New Brunswick.
,, Public Library, Toronto.
,, Public Library, Victoria, British Columbia.
,, Public Library, Windsor.
,, Queen's University, Kingston.
,, University Library, Winnipeg.
,, University of Toronto.
,, Victoria University, Toronto.

AUSTRALASIAN COLONIES.**NEW SOUTH WALES.**

The Australasian Association for the Advancement of Science.
,, Australian Museum, Sydney.
,, Department of Mines, Geological Survey.
,, Engineering Association of New South Wales.

Royal Colonial Institute.

The Free Public Library, Bathurst.
 " " Newcastle.
 " " Sydney.
 " Houses of Parliament, Sydney.
 " Mechanics' Institute, Albury.
 " Royal Anthropological Society of Australasia, Sydney.
 " Royal Geographical Society of Australasia.
 " Royal Society of New South Wales.
 " School of Art, Grafton.
 " " Maitland West.
 " " Wollongong.
 " Sydney University.
 " United Service Institution, Sydney.

QUEENSLAND.

The Houses of Parliament, Brisbane.
 " Royal Geographical Society of Australasia (Queensland Branch).
 " Royal Society of Queensland.
 " Public Library, Brisbane.
 " School of Art, Bowen, Port Denison.
 " " Brisbane.
 " " Ipswich.
 " " Maryborough.
 " " Rockhampton.
 " " Toowoomba.

SOUTH AUSTRALIA.

The Adelaide Club.
 " Houses of Parliament, Adelaide.
 " Public Library, Adelaide.
 " Royal Geographical Society of Australasia (South Australian Branch).
 " Royal Society, Adelaide.
 " Zoological and Acclimatisation Society, Adelaide.

TASMANIA.

The Houses of Parliament, Hobart.
 " Mechanics' Institute, Launceston.
 " Public Library, Hobart.
 " " Launceston.
 " Royal Society of Tasmania.
 " Statistical Department, Hobart.

VICTORIA.

The Houses of Parliament, Melbourne.
 " Athenæum and Burke Museum, Beechworth.
 " Bankers' Institute of Australasia, Melbourne.
 " Mechanics' Institute and Athenæum, Melbourne
 " Mechanics' Institute, Bendigo.
 " " Sale.
 " " Stawell.
 " Melbourne University.
 " Public Library, Ballarat.
 " " Castlemaine.
 " " Geelong.
 " " Melbourne.
 " Royal Geographical Society of Australasia (Victorian Branch).
 " Royal Society of Victoria.
 " United Service Institution, Melbourne.

WESTERN AUSTRALIA.

The Geological Survey Office, Perth.
,, Houses of Parliament, Perth.
,, Registrar-General, Perth.
,, Victoria Public Library, Perth.

NEW ZEALAND.

The Houses of Parliament, Wellington.
 „ Athenaeum and Mechanics' Institute, Dunedin.
 „ Auckland Institute.
 „ Canterbury College, Christchurch.
 „ New Zealand Institute, Wellington.
 „ Polynesian Society, Wellington.
 „ Public Library, Auckland.
 „ Wellington.
 „ University of Otago, Dunedin.

CAPE COLONY.

The Houses of Parliament, Capetown.
 „ Chamber of Commerce, Capetown.
 „ Public Library, „ Capetown.
 „ „ „ Grahamstown.
 „ „ „ Kimberley, Griqualand West.
 „ „ „ Port Elizabeth.
 „ South African Philosophical Society, Cape Town.

RHODESIA.

Public Library, Bulawayo.

NATAL.

The Geological Survey, Pietermaritzburg.
" Houses of Parliament, Pietermaritzburg.
" Public Library, Durban.
" " " Pietermaritzburg.

ORANGE RIVER COLONY.

The Government Library, Bloemfontein.

WEST AFRICA.

Lagos Institute.

WEST INDIES.

The Agricultural Society of Trinidad.
 „ Agriculture Office, Antigua.
 „ Court of Policy, British Guiana.
 „ Free Public Library, Antigua.
 „ Free Library, Barbados.
 „ Institute of Jamaica.
 „ Jamaica Agricultural Society, Kingston.
 „ Legislative Council, Grenada.
 „ Royal Agricultural and Commercial Society of British
 „ Victoria Institute, Trinidad. [Guiana.]

MANBITSIDE.

The Public Library, Port Louis.

INDIA.

The Agri-Horticultural Society of Madras.
 " Asiatic Society of Bengal.
 " Geological Survey, Calcutta.

CEYLON.

The Planters' Association of Ceylon, Kandy.
 " Royal Asiatic Society (Ceylon Branch).

Straits Settlements.

The Royal Asiatic Society (Straits Branch).

AUSTRIA.

The Geographical Society, Vienna.

BELGIUM.

Bibliothèque de l'Etat Independant du Congo.
 International Colonial Institute.
 Société d'Etudes Coloniales.

Egypt.

National Printing Department, Cairo.
 The Public Library, Alexandria.

FRANCE.

Comité de l'Afrique Française, Paris.

GERMANY.

The Imperial German Government.
 Deutsche Kolonialgesellschaft.
 Kolonial-Wirtschaftliches Komitee, Berlin.

HOLLAND.

Colonial Museum, Haarlem.
 Koninklijk Instituut voor de Taal-, Land- en Volkenkunde
 van Nederlandsch-Indië.
 State Archives Department, The Hague.

ITALY.

Società Africana d' Italia.
 Società d'explorazione Commerciale in Africa.

JAPAN.

Formosan Association, Tokyo.

JAVA.

La Société des Arts et des Sciences, Batavia.

UNITED STATES.

American Colonisation Society, Washington
 " Geographical Society, New York.
 " Museum of Natural History, New York.
 " Department of Agriculture, Washington.
 " Bureau of Statistics, Washington.
 The Commercial Museum, Philadelphia.
 " Department of State, Washington.
 " Missouri Botanical Gardens, St. Louis.
 " National Geographic Society, Washington.
 " Smithsonian Institution, Washington.

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